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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, April 20, 1867.

The Proposed Railway Consolidation.

NEW YORK, April 11, 1867.

Mr. Charles A. Trowbridge, 48 Pine street :

DEAR SIR—May I ask for publication your views upon the proposed consolidation of the railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans, and through the Cumberland Gap into the State of Kentucky, looking ultimately to a continuous line from Norfolk to New Orleans, and from Norfolk to the Mississippi River at Hickman, Ky., and thence to St. Louis. From the great interests involved and the value which I attach to the measure in many respects, I hope you may find time to present the considerations which you so forcibly set out in our recent conversations. The proximity of the coal basin in Chesterfield County, Virginia, to the port of Norfolk, and the mineral deposits in South Western Virginia and Tennessee, are by no means inferior considerations in estimating the value of the railways, but the cotton and travel which must find this route the nearest, and, of course, the cheapest, from the Mississippi Valley to the Atlantic, must be the great sources of income, and I feel quite sure you will agree with me in the opinion, that no single measure of

public policy could be of more importance to Virginia than the consummation of the objects proposed. With consideration, and awaiting your reply,

I am very respectfully,
D. H. LONDON.

48 PINE STREET, NEW YORK, }
April 12, 1867. }

D. H. London, Esq. :

DEAR SIR—I have your note of yesterday asking my views respecting a proposed consolidation of railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans; and also through Cumberland Gap, &c.

On the general principle that "in union there is strength," it has been found in this country that long lines of railroad can be operated more advantageously for the public and their owners than short ones; and that one executive head can—whether in military, civil or commercial operations—work more efficiently than many, is I believe, an undisputed proposition.

There is probably no class of property more dependent upon the whims and caprices of the public, than our railways. This fact certainly is too patent to every one who has had the management of them to need illustration.

Short lines of railroads may have "traffic arrangements" to make close passenger connections, carry through freight expeditiously, and every other arrangement that can be conceived of, but experience has shown that it is next to impossible for them to work as promptly and harmoniously as though they were managed by one mind.

The expense of keeping up a full railway "executive staff" for each short road constituting a through line, in comparison with one such staff for the whole line, is no inconsiderable item and is vastly more than uninitiated parties are aware of.

The first considerable consolidation of several short railroads in this country into one line occurred in the State of New York some fifteen years since, when six (I think) short roads were united by law under the title of the "New York Central Railroad Company." That law required the company to carry passengers long and short

distances for all time, at two cents per mile. Notwithstanding this low rate, I am informed that company has paid its shareholders nearly ten per cent. annually on the original cost of the shares of the companies which were thus consolidated, and at the same time has made its road one of the most frequented and popular lines on the continent.

The Pittsburg, Fort Wayne and Chicago Railway is, I think, one of the best illustrations of the beneficial results of consolidation. It is quite true that the line was originally known as the Pittsburg, Fort Wayne and Chicago Railroad Company, but the Illinois, Indiana, Ohio and Pennsylvania Companies constituting it, were distinct organizations, under separate management, connected by what is known as "a running arrangement" from Chicago to Pittsburg.

Although this line opened under the most flattering circumstances, and bid fair to be a splendid success for the several companies comprising it, it was not long before the jealousies, suspicions, and what not of the respective managers brought them all to the verge of ruin, with the probable loss of their roads by foreclosure of their first mortgage bondholders for non-payment of interest. Under this state of things, a gentleman of my acquaintance, in no way whatever connected with either of the companies, was consulted by persons largely interested in their stock, as to the best method of extricating themselves from their unfortunate position. After looking minutely into their affairs, he saw that bankruptcy of all concerned (except the first mortgage bondholders) was inevitable. He then suggested that a new company should be organized under a charter to be obtained from the four States through which the roads ran—with perhaps the same name (slightly changed)—and that the whole management should be put under one efficient head. This course was adopted and resulted in saving to the second, third and fourth mortgage bondholders their bonds; the shareholders their stock; and the current creditors of the various roads the sums due; and finally in making it one of the most valuable lines of road in the country.

The consolidation of the Chicago and Northwestern Railroad Company (which originally was but one short road) with other companies, has

made it a corporation operating, at the present time, nearly eleven hundred miles of road, the western limit of which has, within the past year, been pushed through Iowa, and now connects with the Union Pacific Railway in the State of Nebraska. The gross earnings of this road in 1863 were less than *three million dollars*, while in 1866 they were over *nine millions*.

Other instances of the benefits of this kind of consolidation might be adduced, but I think the cases mentioned are sufficient to show the great advantages which result from such combinations.

As regards uniting the roads before mentioned under one management, I am clearly of the opinion, on account of their peculiar situation, forming as they do the only inland line from Norfolk to the Southwest, it would be very much to their advantage to consolidate with as little delay as possible. I passed over the line from Washington city to Knoxville a short time since and was particularly annoyed by waiting twenty-four hours at Lynchburg, caused by the trains failing to connect at that point. Notwithstanding we left Lynchburg "on time," my fellow passengers were detained twenty-four hours at Knoxville, the train having left but a short time before our arrival there.

I found the road from Lynchburg to Knoxville (from the operations of the late war) necessarily very much out of repair, and I have no doubt, from Knoxville to the extreme South it is equally so, from the same cause. I am unable to state the condition of the roads from Norfolk to Lynchburg, but I have no doubt they also need rebuilding quite as much as those I have mentioned. To put all these roads in first-class order will require a large amount of money.

If these several companies come into market to raise the small amount of funds each will need, it will be a difficult matter to accomplish it, as there will be such a diversity of interest, that capitalists will become confused with the variety of "Virginia" and other "southern railroad projects" presented at the same time. But, if on the other hand they all unite, put their roads as far as they can under one head, and present themselves before the moneyed men of Europe and this country, with *one distinct enterprise* which will be found extensive enough to induce the "great bankers" to take hold of it, they cannot fail to succeed. It is right and proper that I shall give a reason for this opinion.

In the first place, this line is the only direct railway route from New York to New Orleans; and if put in good order so that a person can be carried promptly (at fair speed) and without delay, it will take three-fourths if not the entire passenger business between those two points.

Secondly. Between Lynchburg and North Alabama, it has no competing road, and the topography of the country between the Cumberland and Smoky mountains is such that I doubt if ever a rival road will be built, consequently the local traffic, (as that is the only outlet for that part of the country) must be very large.

Thirdly. It will be difficult to estimate the amount of cotton that will be brought over the road from Northern Alabama, Eastern Mississippi and Tennessee. The rich mines of iron, copper, lead, coal and zinc in East Tennessee and Southwestern Virginia—to say nothing about those ex-

tensive coal-beds now being worked within eighty miles of Norfolk—which are now attracting so much attention among northern capitalists, and are being opened somewhat extensively, will furnish an amount of local freight to go East as well as West from those points, that will be difficult to estimate. As regards the line through Cumberland Gap to Hickman, Kentucky, with a view of reaching the Northwestern system of railroads at that point and Cincinnati, I think there can be but one opinion.

The surplus products of the country now find their market on the Atlantic coast by the Northern lakes, canals, the St. Lawrence river, the great lines of railroads from the Mississippi river over the Alleghanies, the Mississippi river and the Gulf of Mexico. The Northern lakes, canals, upper Mississippi and St. Lawrence are frozen many months of the year, during which time these products have to be carried by the railroads (to the extent of their capacity) I have mentioned to the seaboard. It will, I think, therefore, be readily seen, if a direct rail communication should be opened between Cincinnati and Norfolk, a large proportion of the products of Southern Ohio, Kentucky, Southern Indiana, Southern Illinois and Missouri will reach the Atlantic by that route.

It really seems to me, if the owners of the roads you have mentioned and your Legislature are wise, they will at once take the necessary steps to put themselves in such a strong position as will certainly ensure the consummation of the objects you have indicated.

I have already made this communication longer than I intended, but the subject is so prolific, and my desire for the early development of your part of our country (although I have not a farthing's pecuniary interest in it), is so great, that I scarcely know when to stop when I commence talking about it.

I am, my dear sir,
Very respectfully, yours, &c.,
C. A. TROWBRIDGE.

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers....	\$1,003,158 19	\$1,028,695 85
" freight	623,499 63	772,534 15
" mails	13,712 47	14,164 26
" expresses .....	.....	57,414 15
" rents	21,635 85	18,383 97
" interests, etc....	35,157 96	23,537 16
	\$1,697,164 10	\$1,914,729 54
Expenses, viz.:		
Repairs of road....	\$154,606 76	\$237,025 48
" engines....	127,942 82	103,728 00
" cars....	113,222 82	145,629 64
" buildings....	68,570 15	146,904 55
" bridges	1,551 44	21,490 61
Fuel	130,614 69	131,641 78
Oil and waste	15,791 01	18,877 26
Wages of watchmen, switchmen and signalmen	23,479 30	25,903 44
Taxes and insurance..	33,469 59	22,916 01
Passenger expenses..	114,344 11	131,496 86
Freight	173,222 98	228,591 16
Gratuities & damages	8,178 43	18,364 33
Rent to Agricultural Branch	20,969 07	21,695 23
Salaries	49,199 64	47,724 51
U. S. tax on receipts..	41,668 30	44,468 26
Revenue stamps	2,715 00	3,901 81
State tax	80,560 36	74,169 28
	\$1,160,106 47	\$1,424,528 21

Net income \$537,057 63 \$490,201 33
Deduct dividend 10 per cent. including U. S. tax, on same. 473,684 20 473,684 20

Surplus undivided .. \$63,373 43 \$16,517 13

The gross receipts have exceeded those of last year by \$217,565 44; the expenses by \$264,421 74; making the decrease in net income \$46,856 30. The increase on local business was \$120,927 38; on joint business \$53,644 80. Total income per mile of road, \$27,749 70; expenses, do., \$20,645 89. Income per mile run, \$2.62; expenses, do., \$1.95. Cost of road repairs per mile, \$3,455 20; do., per mile run, 32.50 cents. Per cent. of main track relaid with new rails, 13.15; do., with repaired rails, 4.76; do., with new sleepers, 13.79; cost per car per mile run, 2.30c. Cost per mile for fuel, 18.05 cents. Cost of transportation per ton and per passenger per mile, without distinguishing between them, 2.283 cents.

Miles run by passenger trains, 479,975; by freight trains, 233,242; by other trains, 16,253—total miles run, 729,470. The number of passengers carried in the cars has been 2,663,825; do., carried one mile, 42,008,825; do., carried one mile, to and from other roads, 14,300,624. Tons of merchandise carried, 569,319; do., carried one mile, 21,263,961; do., carried one mile to and from other roads, 16,321,481. Increase in passengers carried, 277,639; increase in passengers carried one mile, 1,509,359. Increase in tons of merchandise carried, 141,915; increase in tons of merchandise carried one mile, 5,213,864. The report says:

The gain on income from local passengers, as compared with last year, has been 11.75 per cent., while the loss on income from joint passengers has been 11.54 per cent. The gain from local freight has been 19.70 per cent., and from joint freight 26.77 per cent. The constant increase in business calls for a constant increase in the amount of accommodation, particularly in the freight department. Prior to 1854, we furnished our proportion of the merchandise cars for all the joint business with the Western Railroad Corporation. Since the commencement of that year, that corporation, by agreement, or under an award by which this arrangement was made in conformity with their desire, furnished all the cars, receiving compensation for their use on this road. This corporation was thus left overstocked with merchandise cars from that time to last year, when we furnished our proportion of the Red Line cars to run through to Chicago, and found other uses for all our own.

During this year we have taken down ten merchandise cars, unfit for use, and added to our stock eighty-six new eight-wheel and twenty-five four-wheel merchandise—also four passenger, one baggage, and our proportion of four passenger cars for the New York Line, at a cost of \$100,721 87. We have built a freight house, a house for milk cars, a platform for petroleum, enlarged our engine house, extended the covering over our wharf, completed and furnished the inward passenger station and Albany Street House in Boston, and partially completed a freight house at Milford, and an engine house at Worcester, at a cost of \$105,611 87. We have built a bridge over the Charles River, on the Newton Lower Falls Branch, at a cost of \$7,764, and are preparing to lay two additional tracks under the Tremont Street Bridge in Boston. The wooden bridge, of twenty years' standing, has been removed, and a substantial iron bridge, covering four instead of two tracks, will soon take its place. The work, however, has been greatly delayed by the Cochituate water pipes over the railroad at this point. The amount already expended by the corporation is \$8,000.

FINANCES.—A. S. S.

Cash	\$36,133 54
Loans on collateral	254,163 50
Notes receivable	25,355 72
Bills receivable	176,030 19
Balances due from other roads and individuals	122,120 73
Land not included in construction account	109,698 92
First mortgage bonds (256 of \$1,000 each) on the Grand Junction Wharves, &c.	254,930 00
Fuel, iron, sleepers, and materials on hand	165,200 85
	\$1,153,633 45
Deduct January dividends, 5 per cent. and U. S. tax on same	\$236,842 10
Balances due other roads and individuals	393,605 55
Unclaimed dividends ..	7,914 00
	638,361 65

Leaving a surplus of..... \$515,271 80

[Second mortgage bonds of the Grand Junction R. R. & D. Cos. (\$106,176 65), being of doubtful value, not included.]

Since our last report, authority has been given by an act passed at the last session of the Legislature, Stat. 1866, chap. 278, to connect this road with the wharves at East Boston in pursuance of which a location has been filed. Under the proceedings, mentioned in our last report, then pending in the Supreme Court, after a protracted hearing before two Masters in Chancery, to whom the case was referred for the determination of certain questions, the Grand Junction Wharf property was advertised for sale, and the offer made by this corporation being the highest, a motion was made that the trustees be instructed to convey the property to them as the highest bidder. But the court have not yet acted upon this motion, and we are not yet in a condition to provide the improvements necessary to make the property "available for the public benefit."

Prior to 1854, an average time of more than thirty days, and not unfrequently a longer period, was occupied in the transportation of goods between Boston and Chicago. In July of that year an arrangement was made by which goods, transhipped at Albany, Suspension Bridge and Detroit, were taken through in twelve days under a tariff for first class freight of \$2.15 per 100 pounds. This arrangement cost the managers of the line and the Committee of the Board of Trade, who aided in effecting it, much time and effort, and proved satisfactory to the merchants of Boston. In the first annual report of that body in January, 1855, they say, "A committee of the government has endeavored to introduce into the management of some of our railways the system of guaranteeing the time within which they should agree to deliver at its destination the merchandise entrusted to them for transportation. It was first adopted—to their praise be it said—in the line of railway extending from Boston via Albany, to Chicago, to the North of Lake Erie." And again, in their report for the following year, they remark, "We believe that much good has been accomplished; that the acknowledged increase of our Western trade the past season is owing in a great measure to the improvements which have been made in the regularity and speed with which goods have been transported, and that if the Board of Trade had effected nothing else, its influence has in this particular been of more benefit to you than can well be calculated. Not that your directors mean to arrogate to themselves all the credit of this improvement. It is due in the main to the managers of the railways, steamboats and propellers which form connecting lines, we may almost say thousands of miles long, from Boston to our far West. They have listened to our complaints, adopted our suggestions, and the result is as you have seen." Since that time the facilities for transportation of merchandise be-

tween Boston and all important points in the West and Southwest, have been still more improved, and cannot but give satisfaction to the merchants whose representatives aided in establishing this system. Three through lines, designated respectively by the color of the cars employed, are now in successful operation; the Red Line and the Blue Line to Chicago, St. Louis, &c.; the White Line to Cincinnati, Louisville, Evansville, St. Louis, &c. The Red Line cars are constructed, at an increased cost for building, use and repairs, to run over the 4 feet 8½, 4 feet 9½ and 4 feet 10 inch gauges via Buffalo and Cleveland to Chicago and beyond; the Blue Line cars, by a third rail laid between Suspension Bridge and Detroit, run over one continuous track of a uniform gauge of 4 feet 8½ inches to the Mississippi River. Cars over both these lines run through from Boston to Chicago in five days, and under a tariff for first class freight of \$1.88 per 100 pounds, or more than 12½ per cent. less than the tariff of 1854, while every item of expense has been increased and some items more than doubled.

This corporation are building cars for the Blue and White Lines, and arranging special accommodations for the reception and delivery of the freight carried by all connecting lines. While we cannot lose sight of the necessity for a just consideration of the heavy terminal expenses imposed on this corporation, we shall spare no exertion to accommodate the through business, as well as all business done with connecting roads, in the expectation that a satisfactory arrangement in regard to this subject may be made. A highly respectable committee of the Board of Trade, to whose recognition of our former efforts in this respect we have already referred, after giving in their report an account of the establishment of the Red Line, and of the mode in which its business was transacted, add, "your committee believe that the system now referred to will if generally adopted, be of great advantage to all the interests involved. Its tendency must be to improve the manner of conducting the freighting business remaining under the immediate control of the roads, and to place the whole subject of transportation on a more satisfactory basis than has yet been reached. It has been estimated that the cost of transshipping freight on the route between Boston and Chicago amounts to half a million of dollars annually. How desirable if so heavy an outlay, or any part of it, may be avoided (involving also a saving in time) by the adoption of through trains between the principal cities of the country. To the public at large the system now recommended has many advantages. So far as the interests of Boston are concerned, your committee are of the opinion that one such company should be organized on each of the principal routes from this to the West."

So far as the line of which this corporation forms a part is concerned, this suggestion has been fully carried out in the manner above explained.

In order to meet the demands of the competing Express Companies seeking to do business over this road, an arrangement has been made, which took effect upon the first day of January 1867, to run through trains for the Expresses alone. The Adams Express Co. and the Merchants' Union Express Co. are each allowed the use of three cars between Boston and New York; one car is run to and from Albany for the Merchants' Union Co., and one for Thompson & Co. The same compensation is paid by each, and the sum received is divided *pro rata* between the corporations forming the line. The Adams and Merchants' Union Companies have equal accommodations at Worcester and intermediate stations on this road.

The change made in the Old Colony and Newport Railway two years ago, under Stat. 1861, c. 137, over Fort Point channel, directly in front of our wharves, rendered expensive alterations necessary, and left them in such a situation that, even with the best arrangement that could be made, they were much less available than before. In view of the increase of water-borne freight, and

grain in bulk, seeking transportation to this point, we felt it necessary to apply to the Legislature for authority to extend our track to the wharves below Federal street. Since the close of the year we have effected an arrangement with the Old Colony and Newport Railway Company, involving a settlement of our claims for damages by their new location, and the sale to this corporation of about an acre of wharf property on the channel, on which we contemplate erecting an elevator during the present year, with the hope that sufficient accommodation may thus be obtained for the present exigencies of this class of business.

The second section of the Agricultural Branch Railroad, from Northboro' to North Sterling, was opened for trial on the ninth day of July, thus making a continuous line through to Fitchburg by the way of Framingham. Three daily trains for passengers and one for freight, run by this corporation between Boston and Marlboro' and by the Agricultural Company between Marlboro' and Fitchburg, pass between Boston and Fitchburg without change of cars. The tariff to competing points has been amicably arranged between the manager of this line and the Fitchburg Railroad Company.

Not one of the 2,663,825 passengers transported during the year has been injured in the cars. This is the best testimonial that could be given of the care and fidelity with which the employees concerned in the management of the trains have performed their duty.

The equipment of the road consists of 36 engines; 58 8-wheel, 1 4-wheel, also 2-5ths of 5 on steamboat train, and 44 234ths of 25 on land route trains; 10 8-wheel baggage, also 2-5ths of 2 on steamboat and 44-234ths of 14 on land route trains; 371 8-wheel, 6 4-wheel merchandise, and 25 4-wheel coal cars.

BALANCE SHEET, NOV. 30, 1866.

Construction and equipment	\$4,500,000 00
Materials on hand	165,200 85
Notes receivable	289,519 22
Freight uncollected	176,030 19
Grand Junction R.R. 1st mort. bonds ..	254,930 00
Do, 2d mortgage bonds	100,000 00
Land not charged to construction account	109,698 92
Balance due from other roads	128,297 38
Cash	36,133 54
	\$5,759,810 10
Capital stock	\$4,500,000 00
Reserved income	600,338 20
Insurance fund	21,110 25
Dividend payable Jan. 1, 1867	236,842 10
Unclaimed dividends	7,914 00
Bills unpaid	318,430 17
Balance due other roads	75,175 38
	\$5,759,810 10

President.—GINERY TWITCHELL.

Directors.—Ginery Twitchell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Claffin and George P. Upham.

Vice President.—D. WALDO LINCOLN.

Superintendent.—ABRAHAM FIRTH.

Treasurer.—HORACE WILLIAMS.

There is a proposition before the Virginia Legislature to consolidate the railroads between Norfolk and Cumberland Gap, so as to make the Virginia and East Tennessee Railroad a real trunk line, and give it access to the sea. It will require a good deal of money to put this road in order, and unless it is done, and the consolidation effected, the Virginians fear that Baltimore may reap all the rewards of the traffic of Central and Southwest Virginia.

Railroads and Canals of Pennsylvania.

Abstract of the Annual Report of the Hon. J. F. HARTMAN, Auditor-General of the State, for the year 1886.

Companies.	Share Capital.	Capital Account.	Cost of road and Equip'm't.	Length of Road.	Passenger.	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	Dividends.—Amount, Rate P. C.
		Funded Debt.	Total Capital.	M.	\$	\$	\$	\$	\$
Atlantic and Great Western.....	29,564,405	29,999,900	1,156,819	393.00	1,257,267	3,478,916	4,833,490	3,522,460	1,311,030
Bald Eagle Valley.....	550,000	500,000	56,357,560	53.19	(Leased and operated by Pennsylvania Railroad Company.)				
Barclay Coal.....	984,800	1,050,000	1,050,000	16.50	2,287	40,365	28,949	71,601	37,616
Bellefonte and Snow Shoe.....	600,000	1,164,800	1,164,800	22.00	9,337	79,271	9,543	56,826	41,324
Buffalo, Bradford and Pittsburg.....	332,275	2,144	701,144	20.00	2,221	77,892	3,926	84,039	37,365
Catsaqua and Fogelville.....	1,100,000	2,866,000	2,866,000	26.00	(Leased and operated by Erie Company.)				
Catawissa.....	3,350,000	2,666,000	3,616,000	67.50	87,701	300,018	99,333	487,052	356,509
Chester Valley.....	871,900	867,500	1,740,000	21.50	(Leased and operated by Phila. and Reading Company.)				
Chestnut Hill.....	120,650	1,500,000	1,500,000	4.12	16,530	2,943	19,473		
Cleveland, Painesville and Ashtabula.....	5,000,000	3,872,860	9,288,635	96.35	954,438	1,468,446	146,851	2,568,835	1,464,222
Cleveland and Pittsburg.....	5,391,575	1,000,000	1,000,000	203.50	788,923	1,498,632	324,631	2,612,186	1,595,488
Connecting (Philadelphia).....	1,316,900	1,000,000	1,000,000	7.00	(In progress.)				
Cumberland Valley.....	11,288,600	3,370,500	15,376,322	74.00	276,187	267,274	20,947	564,408	212,127
Delaware and Hudson Canal R. R.....	89,800	168,000	1,700,900	34.00	28,078	29,246	59,324	642,834	
Delaware, Lackawanna and Western.....	89,800	168,000	1,700,900	113.50	244,170	2,466,797	27,529	2,738,496	2,023,672
East Brandywine and Waynesburg.....	392,550	2,000	2,000	17.50	(Leased and operated by Pennsylvania Company.)				
East Mahanoy.....	654,400	574,900	392,550	8.00	(Leased and operated by Phila. and Reading Company.)				
East Pennsylvania.....	1,000,000	1,620,000	1,229,300	89.67	170,243	262,271	13,564	446,078	211,044
Elmira and Williamsport.....	99,625	86,000	2,620,000	78.00	133,251	348,372	35,917	517,530	596,462
Enterprise.....	600,000	400,000	98,625		(In progress.)				
Erie and North-east.....	664,300	1,248,704	1,000,000	18.50	(Oper. by Buff. and State Line Co.)				
Erie and Pittsburg.....	300,000	200,000	2,348,301	83.60	177,802	422,109	18,654	620,437	460,239
Farmers'.....	90,000	86,000	551,205	7.75	7,091	10,668	17,759	383,412	235,163
Fayette County.....	117,400	86,000	90,000	12.66	(Leased and operated by Pittsburg and Connellsville Co.)				
Gettysburg.....	115,850	700,000	298,400	17.12	16,152	23,850	15,799	55,801	33,080
Hanover Branch.....	1,182,550	700,000	1,216,650	12.25	(Leased and operated by Pennsylvania Company.)				
Harrisburg, P. Mt. Joy and Lancaster.....	1,815,000	150,000	1,882,550	54.00	(Coal Railroad.)				
Hazleton.....	1,809,565	500,000	1,765,000	26.31	24,564	23,023	8,105	55,692	52,720
Hempfield.....	685,180	1,462,142	2,409,565	32.00	28,021	209,960	12,925	250,906	197,311
Huntingdon and Broad Top Mountain.....	400,000	200,000	2,147,272	58.75	28,021	89,773	1,679	56,452	25,601
Ironton.....	569,952	500,000	608,500	11.00	(Leased by Cleveland, Painesville and Ashtabula Co.)				
Jamestown and Franklin.....	26,250	595,000	1,069,952	34.50	154,219	653,497	11,102	818,878	533,868
Junction.....	1,335,000	2,401,645	706,154	4.62	(No Report.)				
Lackawanna and Bloomsburg.....	89,000	88,800	3,805,525	82.00	(In progress.)				
Lehigh and Lackawanna.....	344,650	106,000	194,000	12.50	67,324	67,324	12,000	51,324	46,291
Lehigh Luzerne.....	(See Lehigh Coal and Navigation.)	9,408,200	1,477,000	64.00	(Merged in the Lehigh Valley.)				
Lehigh and Mahanoy.....	83,562	62,167	10,385,200	128.50	21,352	380,491	49,233	401,076	230,585
Lehigh and Susquehanna.....	2,646,100	885,000	146,404	3.00	380,372	566,758	2,821,550	3,718,680	1,458,643
Little Saw Mill Run.....	46,225	34,750	8,531,100	33.80	1,402	3,293	485	5,180	2,260,037
Little Schuylkill.....	600,000	75,000	80,975	7.25	(Leased and operated by Philadelphia and Reading Co.)				
Littletown.....	52,050	30,000	82,050	6.50	(Leased and operated by Summit Branch.)				
Lorberry Valley.....	75,000	250,000	600,000	21.50	12,490	88,279	100,769	100,769	62,500
Lykens Valley.....	1,335,815	250,000	1,585,815	5.25	(Leased and operated by Reading Co.)				
McCauley Mountain and Black Creek.....	24,874	100,000	1,29,074	80.75	(Leased and operated by Phila. and Reading Company.)				
Mahanoy and Broad Mountain.....	3,775,600	3,775,600	3,775,600	16.79	(Leased and operated by Phila. and Reading Company.)				
Mifflin and Centre County.....	200,000	200,000	323,375	135.00	(Leased and operated by Phila. and Reading Company.)				
Mill Creek and Mine Hill.....	282,350	282,350	3,740,800	7.76	(Leased and operated by Phila. and Reading Co.)				
Mine Hill and Schuylkill Haven.....	475,000	151,000	709,332	9.00	(Leased and operated by Phila. and Reading Company.)				
Mount Carbon.....	68,890	188,300	391,550	25.20	(Leased and operated by Lehigh Coal and Navigation Company.)				
Mount Carbon and Port Carbon.....	198,250	4,424,500	10,618,182	14.33	(Leased and operated by Pittsburgh, Fort Wayne and Chicago Co.)				
Nanticoke.....	4518,904	300,000	300,000	12.00	786,665	1,869,293	308,075	2,964,033	1,800,819
Nesquehoning Valley.....	3,150,150	556,000	6,274,887	37.25	(Not complete—length 13 miles.)				
Newcastle and Beaver Valley.....	753,150	656,000	1,309,150	37.00	(Leased and operated by Phila. and Reading Company.)				
Northern Central.....	20,000,000	11,438,856	31,884,356	364.43	3,946,467	11,709,298	1,061,529	16,717,289	12,456,212
North Lebanon.....			300,000	12.00	3,946,467	11,709,298	1,061,529	16,717,289	12,456,212
North Pennsylvania.....			300,000	12.00	3,946,467	11,709,298	1,061,529	16,717,289	12,456,212
Oil Creek.....			300,000	12.00	3,946,467	11,709,298	1,061,529	16,717,289	12,456,212
Pennsylvania.....			300,000	12.00	3,946,467	11,709,298	1,061,529	16,717,289	12,456,212

(Carry only company's own business.) (In progress from Pauling's Bridge to Enaus 3 1/2 miles.)									
Pennsylvania Coal.....	3,200,000	597,500	850,000	4,147,500	2,000,000	62.87	71,083	2,100	640,000
Perkmen.....	11,599	800,000	.....	1,018,100	1,095,346	39.00	76,985	2,100	.....
Philadelphia and Baltimore Central.....	218,100	800,000	.....	1,018,100	1,095,346	39.00	76,985	2,100	.....
Philadelphia and Erie.....	5,983,700	13,000,000	.....	18,084,300	17,869,783	287.51	734,725	62,027	.....
Philadelphia, Germantown and Norristown.....	1,491,850	159,800	.....	1,651,650	1,407,568	20.22	388,130	30,625	.....
Philadelphia and Reading.....	22,742,867	6,719,563	.....	29,462,430	26,380,004	154.59	1,026,217	209,366	.....
Philadelphia and Trenton.....	1,099,120	200,000	.....	1,299,120	1,369,284	26.50	788,322	41,435	.....
Philadelphia, Wilmington and Baltimore.....	9,019,300	1,450,000	.....	10,469,300	10,469,300	95.95	1,685,316	720,555	.....
Pittsburgh and Connellsville.....	1,776,129	1,500,000	.....	3,349,237	2,432,068	58.40	172,381	280,150	.....
Pittsburgh, Ft. Wayne and Chicago.....	9,940,765	12,572,500	.....	22,513,265	13,841,274	468.50	4,664,337	230,296	.....
Pittsburgh and Columbia.....	505,214	1,000,000	.....	1,879,660	1,852,708	48.50	44,973	91,558	.....
Schuylkill and Susquehanna.....	1,269,180	97,000	.....	1,536,872	1,308,686	65.00	27,865	107,352	.....
Schuylkill Valley.....	576,050	700,000	.....	1,569,450	1,569,450	29.12	21,010	314,484	.....
Shamokin Valley and Pottsville.....	869,450	.....	.....	58,456	58,456	2.12	3,805	128,479	.....
Southwest (P., W. & B.).....	2,500,000	562,000	.....	3,062,000	3,062,000	21.50	181,784	57,384	.....
Summit.....	549,400	316,000	.....	865,400	1,073,612	36.60	18,759	63,899	.....
Tioga.....	.....	310,000	.....	(Foreclosed.)	498,147	23.50	.....	.....	.....
Tyone and Clearfield.....	.....	.....	.....	165,000	165,000	10.25	.....	.....	.....
Westchester.....	684,036	962,600	.....	1,760,501	1,492,108	26.38	214,246	105,051	.....
Western Pennsylvania.....	822,450	1,219,992	.....	2,042,442	2,262,298	64.7	14,028	12,920	.....
Wrightsville, York and Gettysburg.....	317,050	62,000	.....	393,230	393,230	13.00	.....	650	.....

CITY PASSENGER RAILROADS.

Citizens' (Philadelphia).....	192,750	.....	.....	192,750	176,049	7.00	203,333	.....	107,333	60,000	31
Citizens' (Pittsburgh).....	126,000	.....	.....	190,056	218,024	5.61	139,435	.....	82,018	61,093	20
Fairmont Park and Delaware River.....	.....	56,300	.....	(Consolidated with Germantown Passenger Railway February 1868.)	.....	.....	.....	.....	.....	.....	.....
Frankfort and Philadelphia.....	71,475	50,000	.....	143,225	134,935	3.33	6,169	.....	7,455	.....	.....
Frankfort and Southwark.....	491,650	200,000	.....	691,650	772,606	12.33	256,091	.....	193,782	65,441	6
Germantown.....	112,245	350,000	.....	598,540	481,395	25.49	248,354	.....	172,962	121,721	20
Girard College.....	160,000	.....	.....	160,000	81,612	5.40	104,934	.....	87,594	17,340	15
Green and Coates street.....	150,000	100,000	.....	250,000	232,954	4.50	164,317	.....	116,792	114,809	18
Harrisburg City.....	41,114	9,000	.....	54,338	55,874	2.00	11,463	.....	10,956	507	.....
Hestonville, Matius and Fairmount.....	(Uncertain.)	177,000	.....	.....	(Not known)	19.00	.....	.....	242,181	211,793	.....
Lombard and South street.....	90,000	60,200	.....	154,700	160,190	4.50	55,494	.....	67,458	47,292	.....
Oakland (Pittsburgh).....	69,500	52,157	.....	117,381	117,381	5.00	42,989	.....	51,825	20,165	.....
Philadelphia and Derby.....	100,000	17,000	.....	117,000	118,383	5.07	37,731	.....	25,822	13,469	.....
Philadelphia City.....	225,000	140,000	.....	396,254	396,254	7.00	188,005	.....	130,504	60,821	.....
Philadelphia and Gray's Ferry.....	250,157	.....	.....	250,157	250,253	7.00	86,752	.....	101,996	63,495	.....
Pittsburgh, Allegheny and Manchester.....	100,000	35,000	.....	154,507	140,740	5.00	112,951	.....	116,338	38,280	.....
Pittsburgh and Birmingham.....	68,000	10,600	.....	78,600	72,900	2.60	79,928	.....	80,135	50,198	.....
Ridge Avenue and Manayunk.....	120,000	63,300	.....	185,408	174,635	4.50	42,025	.....	42,025	34,146	.....
Schuylkill River (Phila.).....	60,000	.....	.....	60,000	46,019	3.59	396,800	.....	407,923	276,336	.....
Second and Third street.....	339,007	114,200	.....	494,436	485,823	18.90	55,317	.....	57,662	45,329	.....
Seventeenth and Nineteenth street.....	120,000	.....	.....	120,000	114,868	5.69	127,375	.....	128,955	88,780	.....
Thirtieth and Fifteenth street.....	.....	(Dividend \$2 per share.)	.....	705,000	762,247	25.00	338,345	.....	344,895	277,321	.....
Union (Philadelphia).....	400,000	800,000	.....	359,100	358,524	6.00	288,213	.....	292,461	211,614	.....
West Philadelphia.....	249,100	100,000	.....	31,261	26,880	2.25	9,168	.....	9,168	5,744	.....
Wilkesbarre and Kingston.....	25,000	.....	.....	16,724	19,283	1.00	7,653	.....	7,653	6,496	.....
Williamsport.....	15,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CANALS AND NAVIGATIONS.

Delaware Division.....	1,633,350	800,000	.....	2,433,350	2,433,350	60.00	.....	.....	81,316	268,334	6
Delaware and Hudson.....	10,000,000	536,000	.....	10,536,000	6,557,267	145.00	.....	.....	407,401	1,600,000	16
Erie.....	64,000	1,300,984	.....	1,364,984	1,364,984	167.00	.....	.....	99,441	61,045	.....
Lehigh Navigation.....	6,190,000	5,973,479	.....	12,106,479	4,455,000	.....	.....	.....	702,788	604,159	.....
Muncy.....	2,625	485	.....	3,110	.....	0.75	.....	.....	117	.....	.....
West Branch and Susquehanna.....	1,100,000	750,000	.....	1,850,000	2,780,344	121.00	.....	.....	200,619	53,723	.....
Pennsylvania.....	.....	(See Pennsylvania R. R. Company.)	.....	78,925	450,000	176.00	.....	.....	1,401,132	570,006	.....
Wisconsin.....	58,925	16,000	.....	74,925	450,000	12.00	.....	.....	19,784	17,600	.....
Wyoming Valley.....	800,000	600,000	.....	1,400,000	2,600,000	64.00	.....	.....	257,564	70,662	.....
Union.....	2,907,850	3,000,000	.....	5,907,850	5,907,850	87.64	.....	.....	64,075	65,163	.....

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.				
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	200,000		Knowlton.....L. S.	25	8	20,000	54	Broad Top.....Pa.	50			Acadia.....N. S.	3	100,000				
Acton Vale.....Ca.	5	50,000		Lafayette.....Ca.	25		20,000		Copake.....N. Y.	50	50	50,000	Ada Elmore.....Idaho.	10	100,000				
Adventure.....L. S.	25	3	20,000	Lake.....Ca.	25	2	20,000		Foster.....N. Y.				Albion....." "	3	100,000				
Aina....." "	25	11	20,000	Lawrence.....L. S.	25		20,000		French Creek.....Pa.	5		100,000	Altona.....Col.	5	100,000				
Albany and Boston....." "	25	3	20,000	Lennoxville.....Ca.	5		100,000		Garrison's.....N. Y.	5	5	100,000	American.....Col.	100	50,000				
Algoma....." "	25	3	20,000	Logan....." "	5		100,000		George's Creek.....Md.	100	100	10,000	American Flag.....Col.	10	60,000	0.90			
Allouez....." "	25	18	20,000	Lower California.....Mo.	50		40,000		Harewood....." "	5	5	20,000	Ascot.....Can.	100	50,000				
American....." "	25	1	20,000	Lyster.....Ca.	2		200,000		Lake Superior.....L. S.	25	25	20,000	Atl. & Pac.....Nev.	50	100,000	1.80			
Amygdaloid....." "	25	17	20,000	Madison.....L. S.	25	6	20,000	2	Mount Pleasant.....Pa.	50	50	10,000	Baltic.....Col.						
Anita.....Cal.		20,000		Malden....." "	25	2	20,000		Teal Lake.....L. S.	25		20,000	Bates & Baxter....." "						
Annapolis.....Md.	10		50,000	Mandan....." "	25	4	20,000		Tyson.....Vt.	10		20,000	Benton....." "	5	100,000	1.00			
Arendia.....L. S.	25		20,000	Manhattan....." "	25	54	20,000	34					Black Hawk....." "	100	50,000				
Arizona.....Ariz. T.	100		100,000	Marquette....." "	25	34	20,000		Amenia.....N. Y.	5		100,000	Bob Tail....." "	10	100,000				
Arnold.....L. S.	25		20,000	Maryland.....Md.	5		20,000	10c	Bucks County.....Pa.	5		40,000	Briggs.....Col.	100	10,000				
Ascot.....Ca.	20		20,000	Massachusetts....." "	25	48	20,000		Canada.....Ca.	5		50,000	Burroughs....." "	10	100,000				
Astor.....L. S.	25	14	20,000	Medora....." "	25	17	20,000		Champion.....N. Y.	5	5	110,000	Bullion.....Mtna.	5	200,000				
Atlas....." "	25	2	20,000	Mendota....." "	25	14	100,000	44	Clute....." "	24	24	100,000	Bullion Consol.....Col.	1	300,000				
Aztec....." "	25	44	20,000	Merrimac....." "	25	64	20,000		Continental....." "				Chebeco.....N. S.	5	100,000				
Balt. and N. C.....N. C.	5		20,000	Merryweather....." "	25		20,000		Eastport.....Me.	10		100,000	Central.....Col.	5	200,000				
Bay State.....L. S.	25	134	20,000	Mesnard....." "	25	8	20,000	14	Erie.....N. Y.	10		40,000	Central Gold....." "	5	20,000				
Beaver....." "	25	2	20,000	Meteor....." "	25		20,000		Gay's River....." "	2		100,000	Chaudiers.....Can.	5	100,000				
Bedford.....Ca.	5		125,000	Michigan....." "	25		20,000		Hampton.....Mass.	5		100,000	Jobden.....Idaho.	10	100,000				
Black River....." "	25		20,000	Middlesex....." "	25		20,000		Jefferson.....N. Y.				Columbia.....Nev.	100	300,000				
Bohemian.....L. S.	25	174	20,000	Milton....." "	25		20,000		Kings Hill....." "	5		10,000	Consol Gregory.....Col.	100	50,000	8.80			
Bolton.....Ca.	5		200,000	Minnesota.....L. S.	25	14	20,000	84	Lake Superior.....Mich.	5		200,000	Copalmeche....." "	50	250,000				
Boston.....L. S.	25	24	20,000	Missisquoi.....Ca.	2		150,000		Lancaster.....Pa.	5		50,000	Corvdon....." "	25	100,000	6.25			
Brooklyn.....L. S.	25	24	20,000	Morrison.....L. S.	25		20,000		Lehigh.....Pa.				Continental....." "	100	20,000				
Brome.....Ca.	5		100,000	Nashua....." "	25		20,000		Macomb.....N. Y.	5		110,000	Denver....." "	20	50,000				
Cabot.....L. S.	25	5	20,000	National....." "	25	54	20,000	9	Maine.....Me.	10		50,000	Downville....." "	1	300,000				
Caledonia....." "	25	5	20,000	Native....." "	25	2	20,000	14	Mineral Point.....N. Y.	5		100,000	Eagle....." "	10	100,000				
Cambridge....." "	25	4	100,000	Naumkeag....." "	25	1	20,000		Morgan....." "	5		100,000	East Bannock.....Mtna.	2	100,000				
Canada.....Vt.	4	1	100,000	Nebra-ka....." "	25		20,000		Mount Hope.....N. Y.	24		80,000	El Dorado.....Col.	5	500,000				
Carp Lake.....L. S.	25		20,000	Nequaket....." "	25	2	20,000		New Hampshire.....N. H.	5		100,000	Empire....." "	20	250,000				
Cascade....." "	25	5	20,000	New England.....L. S.	25	2	20,000		New Jersey.....N. J.	100		12,000	Excelsior....." "	10	30,000				
Central....." "	25		20,000	New Jersey cons.....N. J.	10		100,000		N. Y. & Boston.....N. Y.	10		100,000	Garrison's....." "	50	100,000				
Champlain.....Ca.	14		200,000	Newton.....Ca.	1		200,000		Oswegatchie.....Ca.	5		100,000	Gem....." "	50	25,000				
Chatham....." "	5		30,000	New York.....L. S.	25	1	20,000		Phoenix.....N. Y.	5		50,000	Goldconda....." "	20	250,000				
Chetcamp....." "	25		20,000	N. Y. & Passaic.....N. J.	25	1	100,000		Placidia Bay.....N. F.	5		200,000	Gold Mountain.....Col.	10	600,000				
Chippewa.....L. S.	25		20,000	North Cliff.....L. S.	25	4	20,000	14	Ramsey.....Ca.	25		20,000	Gold Mining....." "	100	50,000				
Clifton....." "	25	4	20,000	North State....." "	25	34	20,000		Rochester....." "	24		200,000	Gunnell....." "	10	500,000				
Collin....." "	25	4	20,000	North Western....." "	25	114	20,000	2	Rossie.....N. Y.	5		100,000	Gunnell Central....." "	50	20,000				
Concord....." "	25	5	20,000	Norwich....." "	25	11	20,000		Shawangunk.....N. Y.	5		100,000	Gregory....." "	50	20,000				
Consolidated....." "	25		20,000	Ogima....." "	25	11	20,000		Sussex.....N. J.	5		125,000	Great Western....." "	10	60,000				
Copper Creek.....Mo.	100		10,000	Oleville.....N. Y.	25	7	100,000		Union.....Pa.	5		100,000	Hope....." "	25	80,000				
Copper Creek.....Wia.	25		20,000	Ontonagon.....L. S.	25		20,000		Wallkill.....N. Y.				Holman....." "	2	150,000				
Copper Falls.....L. S.	25	244	20,000	Ottawa.....Ca.	1		200,000		Warren.....N. H.				Idaho.....Nebra.		100,000				
Copper Harbor....." "	25	1	20,000	Pacific.....L. S.	25		20,000		White Mountain....." "				Kansas-Colorado.....Col.	10	100,000				
Copper Hill.....Wia.	1		200,000	Pennsylvania....." "	25	60	20,000	2	COAL & ANTHRACITE:				Kip & Buel....." "	2	100,000	0.60			
Corinth.....Vt.	2		100,000	Petherick....." "	60	50	20,000	153	American.....Pa.	25		60,000	L. Crosse....." "	10	100,000	0.40			
Cornwall.....Vt.	2		100,000	Powable....." "	25	54	20,000		Appleton....." "				Liebig....." "	5	200,000				
Daotah.....L. S.	25	34	20,000	Phila. & Boston....." "	25	24	20,000	5	Ashburton.....Pa.	50	50	50,000	Lake Major.....N. S.	50	12,000				
Dana....." "	25		20,000	Phoenix....." "	25	15	20,000	40	Atlantic & G. C.....Md.				Mariposa.....Cal.	100	100	80,976	7		
Deep River.....N. C.	5		10,000	Pittsburg & Boston....." "	25	15	20,000	64	Baltimore....." "	100	100		Du. preferred....." "	100	57,744	20			
Delaware.....L. S.	25	204	20,000	Pontiac....." "	25	64	20,000		Beaver Meadow.....Pa.	50	50	100,000	Mammoth.....Col.	10	100,000				
Derby....." "	25	1	20,000	Prescott.....Ariz. T.	100		100,000		Belmont....." "	50	50	10,000	Manhattan....." "	10	100,000				
Devon....." "	25		20,000	Providence.....L. S.	25		20,000		Big Mountain.....Pa.				Massachusetts....." "	5	250,000				
Dorchester....." "	25	14	20,000	Quincy....." "	25	10	20,000	28	Boston & Pictou.....N. S.	5		100,000	Mount Vernon.....Nev.	10	50,000				
Douglas.....Ca.	2	1	200,000	Reliance....." "	25		8,000		Bridgeport.....Pa.	10	10	30,000	Montana.....Col.	4	100,000	0.50			
Dover.....L. S.	25	14	20,000	Republic....." "	25		20,000		Broad Mountain....." "	10	10	30,000	National....." "	10	300,000				
Dudley.....Ca.	2	1	200,000	Reolute....." "	25	64	20,000		British American.....N. S.				New York City.....Nev.	100	50,000				
Dunham.....Ca.	2		200,000	Ridge....." "	25	8	20,000		Cape Briton.....N. S.	24	24	200,000	New York.....Col.	10	100,000	0.64			
Durham....." "	25		20,000	Rochester....." "	25	8	20,000		Cameron....." "	50		60,000	N. Y. & Nevada.....Nev.	10	100,000				
Eagle River.....L. S.	25	34	20,000	Roscoe.....Ca.	25	12	20,000	8	Central....." "	100	100	20,000	N. Y. & N. Sco.....N. S.	10	100,000				
Edwards....." "	25	14	20,000	St. Clair.....L. S.	25	3	20,000	4	Coal Brook....." "	50	50	20,000	North Clear Creek.....Col.	10	100,000				
Ely.....Ca.	5		100,000	St. Flavian.....Ca.	25		100,000		Columbian....." "	50	50	20,000	Pacific....." "	100	40,000				
Empire.....L. S.	25	10	20,000	St. Louis.....L. S.	25	1	20,000	8	Consolidation.....Md.				Peoples....." "	50	100,000	1.75			
Eureka....." "	25		20,000	St. Margaret.....Ca.	25		20,000		Continental.....Vt.	50		10,000	Pre-cott.....Ariz.	10	100,000				
Everett....." "	25	1	20,000	St. Mary's (L. & M.).....L. S.	25	64	20,000		Cumberland.....Md.	100	100	50,000	Repub Hill.....Col.	25	40,000	2.25			
Evergreen Bluff....." "	25	54	20,000	Salem....." "	25		20,000		East Mahanoy.....Pa.				Rocky Mountain.....Nev.	100	15,000				
Flint Steel River....." "	25	---	20,000	Sharon Consol....." "	25	1	20,000	51	Everhart....." "	25		20,000							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

PASSENGER RAILROAD BONDS.

Fiscal year ending.	Length of line in single track.	Completed in progress or projected.	Equipment.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.	Description.	Amount outstanding.	Rate.	Payable.	Principal payable.	Market Price.
30 Nov. '66	3.36			MASSACHUSETTS.								Broadway (Brooklyn):					
30 Nov. '66	5.73			Boston and Chelsea	110,000	119,000		8,800	7,625		37	Real Estate Mortgage	27,500	7	J. & J.	1884	
30 Nov. '66	27.43			Broadway, Boston	348,270	325,000		20,451	188,846		434	Broadway & 7th Avenue:					
30 Nov. '66	2.57			Cambridge	734,671	727,800	150,000	94	65,502		904	1st Mortgage	200,000	7	J. & J.	1884	
30 Nov. '66	11.75			Lowell (Horse)	45,536	46,000			20,399	3,261		Brooklyn, Bath & Coney Is'd					
30 Nov. '66	3.41			Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	25	1st Mortgage	80,000	7	J. & J.	1883	
30 Nov. '66	3.07			Malden and Melrose	60,246	200,000	58,727		27,144		254	Brooklyn and Rockaway:					
30 Nov. '66	38.82			Medford and Charlestown	36,600	21,000	8,600		19,621	2,240	50	1st Mortgage	20,000	7	J. & J.		
30 Nov. '66	6.28			Metropolitan (Boston)	1,501,478	1,250,000		139,096	752,414	113,472	524	Brooklyn Centr. & Jamaica:					
30 Nov. '66	3.22			Middlesex (Boston)	494,702	400,000	38,000		76,414	11,437	40	1st Mortgage	304,250	7	J. & J.	1870	
30 Nov. '66	5.69			Northampton & Willamsb.	300,000	300,000		4,627	2,666	211		Brooklyn City					
30 Nov. '66	7.78			Quincy	141,333	116,000	58,400		31,258	2,585	25	1st Mortgage	170,000	7	J. & J.	1872	
30 Nov. '66	3.61			Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	Brooklyn City & Newtown:					
30 Nov. '66	2.50			Somerville	75,000	75,000			4,379	2,251	3	1st Mortgage	200,000	7	J. & J.	1872	
30 Nov. '66	6.74			Stoneham street (Boston)	37,300	33,000			9,628	1,991	6	Brooklyn City & Ridgewood:					
30 Nov. '66	1.58			Suburban	55,000	5,000						1st Mortgage	20,000	7	J. & J.	1884	
30 Nov. '66	2.25			Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	Cambridge:					
30 Nov. '66	11.60			West Cambridge	13,600	13,600			516		47	1st Mortgage	150,000	6	J. & J.	1881	89
				Winnimmet	62,152	59,800			3,720	3,255	4	Central Park, East & North River:					
				Worcester	91,174	75,000	52,000					1st Mortgage	550,000	7	J. & J.	1874	
												Citizens' Pittsburg:					
												1st Mortgage	50,300	7	J. & J.	1870	
												Coney Island and Brooklyn:					
												1st Mortgage	138,000	7	J. & J.	1873	
												Delaware County:					
												1st Mortgage	6,500	7			
												Dorchester:					
												Real Estate Mortgage	5,000	6			
												D. Dock, E. B'dw. & Battery					
												1st Mortgage	200,000	7	J. & J.		
												Eight Avenue:					
												1st Mortgage	160,000	7	J. & J.		
												Forty-second street:					
												1st Mortgage	127,150	7	J. & J.	1873	
												Real Estate	134,500	7	J. & J.		
												Frankford and Southwark:					
												1st Mortgage	200,000	7	J. & J.	1869	107
												Frankford and Philadelphia:					
												1st Mortgage	50,000	7			
												Germantown:					
												1st Mortgage	350,000	7	J. & J.	1869	
												Green and Coates St.:					
												1st Mortgage	100,000	7	J. & J.	1870	93
												Harlem Br. Morris & Ford'm					
												1st Mortgage	118,000	7	J. & J.		
												Hestonville Mantua & Fairmount:					
												1st Mortgage	183,600	7	J. & J.	1869	
												Hoboken and Weehawken:					
												1st Mortgage	60,000	7	M. & S.	1872	
												Lynn and Boston:					
												1st Mortgage [road]	50,000	6	M. & S.	71-72	914
												Malden and Melrose:					
												1st Mortgage	58,727	6		1880	91
												Medford and Charlestown:					
												1st Mortgage [Winter St. Br.]	9,500	6			
												Middlesex:					
												1st Mortgage	38,000				
												Malden & Melrose bonds	46,971				
												Real Estate	6,000				
												Ninth Avenue:					
												1st Mortgage	112,000	7			
												North Philadelphia:					
												1st Mortgage	100,000	7	J. & J.	1869	
												Orange and Newark:					
												1st Mortgage Broad street	100,000	7	J. & J.	1881	
												" O. & Newark	100,000	7	J. & J.	1880	
												2d Mortgage	100,000	7	J. & J.	1883	
												Philadelphia City:					
												1st Mortgage	140,000	6	J. & J.	1879	91
												Philadelphia and Darby:					
												1st Mortgage	17,000	7	J. & J.	1870	
												Phila. and Gray's Ferry:					
												1st Mortgage	15,500	7	J. & J.	1869	
												Pittsb. Allegheny & Manch.:					
												1st Mortgage	35,000	7	J. & J.	1871	
												Pittsburg & Birmingham:					
												1st Mortgage	10,600	7	J. & J.	1870	
												Pittsburg & East Liberty:					
												1st Mortgage	87,000	7	J. & J.	1871	
												Quincy:					
												Plain bonds	58,400	M. & S.	1868		
												Richmond and Schuylkill:					
												1st Mortgage	30,000	7	J. & J.	1870	
												Rochester City & Brighton					
												1st Mortgage	100,000	7	J. & J.		
												Second Avenue:					
												1st Mortgage	520,000	7	J. & J.	1867	
												Second and Third Street:					
												1st Mortgage	100,000	7	J. & J.	1868	90
												2d Mortgage	114,200	7	J. & J.	1869	101
												Third Avenue:					
												1st Mortgage	1,000,000	7	J. & J.	1870	
												Real Estate bonds	130,000				
												Union:					
												Real Estate Mortgage	300,000	6	J. & J.	1875	
												Utica City:					
												Van Brunt, St. & Erie Basin:					
												1st Mortgage	12,000	7	J. & J.		
												West Hoboken & Hoboken:					
												1st Mortgage	60,000	7	M. & N.	1878	
												West Philadelphia:					
												1st Mortgage	100,000	7	J. & J.	1880	

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
NATIONAL SECURITIES, April 1.											
Loan of Jan. 23, 1847.....registered	\$9,770,100	6	Jan. & July.	1867	151	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	100
Loan of March 31, 1849.....registered	8,712,542	6	"	1868	128	" " " " " " " " " " " "	2,250,000	6	"	1874	99
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	6	"	1868	120	" " " " " " " " " " " "	500,000	6	"	1875	100
Loan of June 14, 1853.....registered	20,000,000	5	"	Due.	"	" " " " " " " " " " " "	900,000	6	"	1877	100
Loan of June 22, 1850.....registered	7,022,000	5	"	1874	102	" " " " " " " " " " " "	800,000	6	"	1878	92
Oregon War Loan of March, 1861.....coupon	1,016,000	5	"	1874	102	" " " " " " " " " " " "	909,607	5	"	pleas.	
Loan of Feb. 8, 1861.....registered	18,415,000	5	"	1871	109	" " " " " " " " " " " "	1,163,000	5	"	1866	
Loan of July 17, & Aug. 5, 1861.....registered	264,314,600	5	"	1871	110	" " " " " " " " " " " "	442,960	5	"	1868	
Loan of Feb. 23, 1862 (5-20s).....registered	514,780,500	5	"	1881	105	" " " " " " " " " " " "	167,000	5	"	1869	
Loan of March 5, 1864 (5-20s).....registered	100,000,000	6	"	1881	109	" " " " " " " " " " " "	4,500,000	5	"	1871	
Loan of March 3, 1865 (5-20s).....registered	375,781,000	6	"	1881	109	" " " " " " " " " " " "	900,000	5	"	1874	34
Loan of March 3, 1864 (10-40s).....registered	171,069,350	6	"	1881	109	" " " " " " " " " " " "	800,000	5	"	1875	93
Pacific R. R. Bonds of currency.....registered	12,922,000	6	"	1881	109	" " " " " " " " " " " "	9,385,500	5	"	1878	
Treasury Notes of July 17, 1861 (7-30s).....	167,350	6	"	1881	109	" " " " " " " " " " " "	3,500,000	5	Various.	'66-'91	65
" June 20, '64 & Mar. 3, '65 1st series.....	682,330,150	7.5	Jan. & July.	1881	109	Ohio—State Bonds.....(new).....coupon	634,653	5	Jan. & July.	'90-'92	48
" March 3, 1865 2d series.....		7.5	"	1881	109	" " " " " " " " " " " "	536,798	6	Jan. & July.	1865	
" March 3, 1865 3d series.....		7.5	"	1881	109	" " " " " " " " " " " "	379,866	6	"	1860	98
Matured Debt not presented.....	12,274,309					" " " " " " " " " " " "	2,185,532	6	"	1870	99
Gold Certificates of Deposit.....	12,580,600					" " " " " " " " " " " "	1,600,000	6	"	1875	101
Compound Interest Notes of 1864.....	134,028,630					" " " " " " " " " " " "	4,095,369	6	"	1881	102
United States Notes (greenbacks).....	375,417,249					" " " " " " " " " " " "	2,400,000	6	"	1886	102
Fractional currency.....	29,217,455					" " " " " " " " " " " "	681,033	6	May & Nov.	'68-'71	
Navy Pension Fund.....	12,500,000					" " " " " " " " " " " "	20,209,000	6	Various.	'68-'90	99
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,109,000	5	Jan. & Nov.	1877		Pennsylvania—State Stock.....registered	6,168,000	5	"	'77-'82	95
"—Sterling "....."	648,000	5	May & July.	1876		" " " " " " " " " " " "	1,080,000	5	"	'77-'82	95
"—Funded Interest Bonds....."	688,000	6	"	1876		" " " " " " " " " " " "	3,000,000	5	Feb. & Aug.	1871	101
Arkansas—State Bonds (issued to banks).....	1,500,000	6	(in default.)	1868		" " " " " " " " " " " "	3,889,000	6	Jan. & July.	'71-'94	99
California—Civil bonds of 1857 & '60 coupon.....	3,774,000	7	Jan. & July.	'72-'84	119	Rhode Island—State War Bonds....."	481,444	6	Jan. & July.	1868	
"—War Bonds....."	1,548,000	7	"	'72-'84	119	South Carolina—State Bonds (sterling)....."	1,705,000	6	"	'68-'90	
Connecticut—State Bonds.....coupon	10,400,000	6	Jan. & July.	1892	100	" " " " " " " " " " " "	1,499,000	6	"	'71-'90	
"—(free)....."		6	"	1889		" " " " " " " " " " " "		6	"		
Georgia—State bonds (sterling).....coupon	72,000	5	Jan. & July.	'68-'86	70	Tennessee—State Bonds.....coupon	1,949,440	5	April & Oct.	'76-'90	
" " " " " " " " " " " "	2,271,750	6	"	'72-'86	81	" " " " " " " " " " " "	239,167	5	"	'72-'79	
Illinois—Canal Bonds.....registered	1,288,887	6	Jan. & July.	1870	99	" " " " " " " " " " " "	1,706,000	6	"	'82-'89	
"—State Bonds of 1860-'79.....coupon	1,753,400	6	"	'60-'79	99	" " " " " " " " " " " "	24,382,832	6	"	long.	90
" " " " " " " " " " " "	721,198	6	"	'62-'79	99	" " " " " " " " " " " "	872,813	6	"	1892	63
" " " " " " " " " " " "	436,000	6	"	'65-'76	102	Vermont—State Bonds.....coupon	175,000	6	Various.	'67-'83	
" " " " " " " " " " " "	229,372	6	"	'70-'79	102	"—War Loan.....coupon	1,650,000	6	June & Dec.	'71-'78	100
" " " " " " " " " " " "	2,371,725	6	"	1877	100	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	'84-'96	28
" " " " " " " " " " " "	1,778,677	6	"	1879	97	" " " " " " " " " " " "	11,108,000	5	"	'86-'96	39
" " " " " " " " " " " "	241,000	6	"	1879	97	" " " " " " " " " " " "	1,868,000	5	"	1872	
" " " " " " " " " " " "	1,157,700	6	"	1879	97	" " " " " " " " " " " "		6	"	'76-'96	
Indiana—State Bonds.....registered	238,009	5	Jan. & July.	1886	91	West Virginia—State Bonds.....coupon	200,000	6	April & Oct.	'67-'68	
"—War Loan.....coupon	2,058,173	24	"	1886	91	Wisconsin—State Bonds.....coupon	641,800	6	Jan. & July.	'71-'84	
Iowa—State Certificates.....registered	1,225,000	6	May & Nov.	1886	97	" " " " " " " " " " " "	700,000	6	April & Oct.	'82-'98	
"—War Loan Bonds.....coupon	300,000	7	Jan. & July.	1886	97	CITY SECURITIES.					
Kansas—State Bonds.....coupon	200,000	7	"	1877		Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	
Kentucky—State bonds.....coupon	417,000	6	"	'76-'78		Baltimore—City Bonds....."		5	quarterly.	1870	
Louisiana—State Bonds.....coupon	9,866,000	6	"	'66-'73		" " " " " " " " " " " "		6	Jan. & July.	1870	97
"—Fu-de' Coupons....."		6	various.	'67-'90	82	" " " " " " " " " " " "		6	Jan. & July.	1873	97
Maine—State Certificates....."	532,000	6	Mar. & Sept.	1883	100	" " " " " " " " " " " "		6	May & Nov.	1875	29
"—War Loan Bonds.....coupon	4,900,000	6	Jan. & July.	1883	99	" " " " " " " " " " " "		6	Jan. & July.	1886	97
Maryland—State Bonds.....coupon	2,171,902	5	quarterly.	var.	82	" " " " " " " " " " " "		6	quarterly.	1890	98
" " " " " " " " " " " "	1,727,000	6	"	1870	102	Boston—Municipal Scrip.....	583,205	4	April & Oct.	'78-'79	
" " " " " " " " " " " "	3,192,763	6	"	1890	102	" " " " " " " " " " " "		5	Various.	'66-'70	125
Massachusetts—State Scrip....."	6,401,000	5	"	1890	102	" " " " " " " " " " " "		5	"	'71-'76	125
" " " " " " " " " " " "	63,000	5	June & Dec.	'68-'72	102	" " " " " " " " " " " "		5	"	'76-'80	99
" " " " " " " " " " " "	244,000	5	Jan. & July.	'70-'74	100	" " " " " " " " " " " "		5	"	'81-'86	102
" " " " " " " " " " " "	375,000	5	April & Oct.	'72-'74	100	Brooklyn—Municipal Bonds.....coupon	3,036,200	6	Jan. & July.	'68-'71	89
" " " " " " " " " " " "	220,000	5	May & Nov.	1880	100	"—Public Park Loan....."		6	"	'81-'97	93
" " " " " " " " " " " "	6,429,000	5	"	1894	100	"—Improvement Loans....."		6	"	'66-'96	90
" " " " " " " " " " " "	297,000	6	June & Dec.	'68-'77	113	"—Water Loans.....coupon	5,500,000	6	"	'81-'97	97
" " " " " " " " " " " "	150,000	6	April & Oct.	1869	125	Chicago—Municipal Bonds (old)....."	371,000	7	Various.	'67-'81	99
" " " " " " " " " " " "	1,024,006	6	Jan. & July.	'71-'75	105	" " " " " " " " " " " "	956,000	6	Jan. & July.	1876	
" " " " " " " " " " " "	2,080,000	6	"	'76-'78	111	"—Water Loan.....coupon	1,484,000	6	"	1888	99
" " " " " " " " " " " "	1,088,000	6	"	1883		"—Sewerage Loan....."	1,184,000	7	"	'79-'87	99
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1868	96	Jersey City—Water Loan.....coupon	650,000	7	Jan. & July.	'79-'81	94
"—Canal Loan....."	1,760,000	6	"	'73-'83	96	Milwaukee—Re-adjusted Bonds.....coupon	925,000	4	June & Dec.	1894	
"—Renewal Loan....."	100,000	6	"	1873		New York City—Municipal Stock....."	3,478,900	6	F.M., A. & N.	'73-'75	
"—War Loan Bonds....."	216,000	6	"	1878	96	" " " " " " " " " " " "	4,714,000	6	"	'76-'78	
"—Bounty Bonds....."	1,122,000	7	"	1886		" " " " " " " " " " " "	1,800,000	6	"	1883	100
Minnesota—State Bonds.....coupon	250,000	8	May & Nov.	1890		" " " " " " " " " " " "	5,149,271	6	"	1887	100
"—Railroad Bonds....."	2,275,000	7	Jan. & July.	1867	102	" " " " " " " " " " " "	275,000	5	"	1898	
" " " " " " " " " " " "	2,275,000	7	"	1883		"—Fire Indemnity Stock....."	402,768	5	Feb. & Aug.	1868	
Missouri—State Bonds (railroad)....."	13,701,000	6	Jan. & July.	'71-'89	92	"—Municipal Stock....."	150,000	5	F.M., A. & O.	'67-'69	
" " " " (H. & St. R. R.)....."	3,000,000	6	"	'72-'85	82	" " " " " " " " " " " "	3,125,200	5	"	1870	94
" " " " (Pac. R. R.)....."	7,900,000	6	"	'72-'87	90	" " " " " " " " " " " "	819,000	5	"	1873	
"—New Sinking Fund Bonds....."		7	"	1896		" " " " " " " " " " " "	1,000,000	5	"	1874	
New Hampshire—State Bonds....."	585,000	6	Jan. & July.	'67-'74	99	" " " " " " " " " " " "	834,700	5	"	1875	
"—War Fund Bonds.....coupon	1,650,000	6	"	'83-'85	99	" " " " " " " " " " " "	2,016,000	5	"	1876	
" " " " " " " " " " " "	2,305,000	6	var.	var.		" " " " " " " " " " " "	2,375,000	5	"	'79-'80	88
New Jersey—State Stock.....incribed	95,000	6	Jan. & July.	'71-'72	102	" " " " " " " " " " " "	900,000	5	"	1890	
"—War Loan.....coupon	731,000	6	"	1870	103	" " " " " " " " " " " "	674,300	5	"	1898	87
New York—State Bonds.....general fund	702,000	7	quarterly.	1870	103	Philadelphia—City Bonds (old)....."	552,700	5	Jan. & July.	'67-'81	83
" " " " " " " " " " " "	25,566,000	7	Jan. & July.	1877	104	" " " " " " " " " " " "	739,222	5	"	'67-'82	83
" " " " " " " " " " " "	1,189,780	6	quarterly.	pleas.		" " " " " " " " " " " "	2,232,500	6	"	'68-'93	98
" " " " " " " " " " " "	702,000	6	"	1866		" " " " " " " " " " " "	7,893,717	6	"	'66-'92	100
" " " " " " " " " " " "	500,000	6	"	1868	100	Pittsburg—Municipal Bonds.....coupon	1,009,700	6	Jan. & July.	Var.	90
" " " " " " " " " " " "	2,060,000	6	"	1871	100	"—Railroad Bonds....."	1,801,000	6	"	1913	
						Portland—Municipal Bonds.....coupon	985,326	6	Various.	'66-'83	94
						"—Railroad Bonds....."	1,500,000	6	April & Oct.	'63-'71	96
						Sacramento City—Municipal					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1883	150,715	164,438	166,493	194,992	200,807	206,626	206,612	356,408	401,106	367,228	363,344	322,828	3,556,492
1884	259,445	347,211	432,340	358,045	472,493	410,800	463,882	566,554	541,481	675,446	634,243	676,265	6,826,335
1885	476,641	458,279	385,991	412,521	404,507	493,243	466,898	568,589	633,150	699,670	474,056	388,513	5,696,119
1887	377,832	383,274	433,043										
Chicago and Alton:													
1883	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1884	100,991	154,418	196,803	162,723	178,786	206,090	224,357	312,165	354,564	320,879	307,803	282,016	2,770,484
1885	280,508	275,283	299,093	258,480	322,278	356,270	385,985	409,251	401,280	387,966	307,919	236,824	3,840,092
1886	226,153	222,241	290,111	269,249	329,851	371,644	321,697	357,369	322,638	360,323	323,080	271,247	3,696,163
1887	240,238	142,947	238,562										
Chicago and Rock Island:													
1883	140,024	180,225	122,512	126,708	144,995	170,937	139,142	160,393	210,729	216,030	196,435	201,134	1,959,267
1884	158,735	175,482	243,150	185,013	198,679	243,178	224,980	367,874	375,860	324,866	336,617	321,087	3,095,470
1885	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,133,514
1886	241,895	183,385	267,330	197,886	204,905	290,642	224,112	310,440	306,060	432,124	331,006	232,490	3,361,331
1887	267,626	184,497	253,607										
Chicago and Northwestern:													
1883						366,100	281,324	296,169	473,186	551,122	435,945	407,688	2,811,544
1884	273,876	317,539	390,355	421,303	466,780	565,145	430,710	519,306	669,605	729,759	716,878	668,400	5,111,566
1885	452,164	499,296	468,358	556,623	747,642	702,951	767,608	946,707	921,888	749,191	686,809	693,679	9,089,996
1886	405,634	528,744	518,736	736,082	922,892	176,990	778,254	989,053	1,210,654	1,006,680			
1887	690,332	586,743	747,391										
Chicago and Great Eastern:													
1883	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60,895	523,864
1884	47,393	56,565	67,822	61,812	59,182	58,178	55,518	85,458	87,087	97,870	94,543	75,111	850,496
1885	77,278	77,242	83,460	75,514	76,674	91,977	91,078	106,389	118,010	116,591	91,664	91,664	1,108,512
1886	90,415	79,430	110,619	107,072	120,490	118,603	86,037	107,052	104,547	132,726	136,597	123,786	1,317,102
1887	95,223	80,928	93,872										
Erie:													
1883	699,097	601,695	338,000	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,506	963,860	8,400,384
1884	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1885	984,837	954,133	1,114,508	1,099,507	1,072,490	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,354,217	13,429,645
1886	1,001,007	947,146	1,286,569	1,458,455	1,133,451	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,622,472	1,429,765	15,439,712
1887	1,181,138	983,856	1,070,434	1,163,295	1,101,668	1,243,143	1,206,462	1,290,330	1,411,347	1,480,251	1,417,327	1,044,003	14,588,323
1887	906,795	917,639	1,139,528										
Illinois Central:													
1883	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1884	299,944	271,085	275,643	289,224	324,937	407,992	343,929	511,305	475,576	496,433	437,679	424,551	4,571,028
1885	327,900	416,589	459,762	422,787	468,572	610,100	425,578	646,179	799,236	661,391	637,141	608,407	6,329,447
1886	571,536	528,972	616,696	516,603	460,573	617,082	678,403	717,469	739,736	641,669	643,887	518,088	7,181,203
1887	603,053	605,265	605,465	411,905	569,260	567,679	486,626	578,253	571,348	661,971	688,219	504,066	6,546,741
1887	660,438	554,201	417,352										
Marietta and Cincinnati:													
1883	38,203	53,778	60,540	64,306	35,326	40,708	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1884	77,010	74,499	89,901	72,389	83,998	73,697	91,809	90,972	93,078	93,548	96,908	95,458	1,088,166
1885	86,672	87,791	93,763	78,907	76,249	107,525	104,608	115,184	125,252	116,495	110,146	105,767	1,224,059
1886	90,411	85,447	84,351	81,181	96,388	108,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1887	94,136	78,716	92,910										
Milwaukee and Prairie du Chien:													
1883	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,256
1884	102,749	115,135	88,221	140,418	186,747	212,260	139,517	113,399	168,218	178,526	149,099	117,013	1,711,281
1885	98,184	74,283	70,740	106,689	146,943	224,893	217,160	170,555	223,030	310,535	226,840	110,604	1,985,712
1886	121,776	84,597	72,155	108,082	267,458	262,172	170,795	116,224	160,989	245,701	244,864	93,787	1,988,900
1887	143,000	85,000	72,000										
Michigan Southern & Northern Indiana:													
1883	248,784	230,508	567,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,200	348,048	3,902,545
1884	304,445	328,454	320,651	287,126	315,268	278,691	288,862	402,219	407,107	448,924	411,806	412,152	4,120,152
1885	366,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,828,727
1886	312,846	277,234	412,393	409,427	426,493	392,541	338,499	380,452	429,191	500,404	416,090	339,447	4,686,717
1887	302,714	302,437	379,761										
Michigan Central:													
1883	230,159	159,658	151,902	175,696	186,039	174,002	172,139	216,624	295,956	322,389	307,474	258,034	2,650,702
1884	242,073	245,858	226,432	238,495	236,453	206,321	198,328	215,449	308,168	375,483	339,794	306,186	3,108,095
1885	278,548	248,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946	4,504,549
1886	306,324	279,187	344,228	337,241	401,456	385,663	329,105	413,501	460,631	490,694	447,670	328,999	4,504,549
1887	282,438	265,796	337,158	343,737	365,196	336,083	324,936	359,645	429,160	493,640	414,094	308,609	4,260,112
1887	304,095	282,661	376,210										
Milwaukee and St. Paul:													
1883	61,965	46,474	64,993	83,202	131,448	128,970	99,362	86,482	164,710	221,638	198,135	129,227	1,402,106
1884	98,181	86,528	95,905	104,269	203,018	237,562	261,906	241,370	300,841	305,579	346,717	171,125	2,585,621
1885	131,707	123,404	123,967	121,533	245,622	244,376	208,755	185,815	276,416	466,359	328,539	129,287	2,585,621
1887	146,800	130,000	134,900										
New York Central:													
1883	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1884	920,272	790,167	867,690	911,397	839,126	841,165	818,512	840,450	1,070,551	1,041,522	1,045,401	1,157,818	11,099,853
1885	921,851	938,587	959,022	1,106,684	1,004,435	1,029,736	1,055,798	1,275,117	1,430,076	1,227,113	1,187,506	1,116,829	13,867,709
1886	957,699	613,391	955,669	1,346,734	1,255,321	1,132,701	1,162,024	1,495,759	1,524,434	1,526,839	1,486,356	1,117,551	14,574,123
1887	1,036,390	896,887	1,136,745	1,190,491	1,170,515	1,084,533	1,155,461	1,286,911	1,480,929				
Ohio and Mississippi:													
1883	210,329	260,496	309,261	264,443	224,957	228,242	268,176	302,596	332,400	278,003	346,242	275,850	3,311,070
1884	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	572,618	412,563	284,319	3,765,006
1885	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,464	278,700	310,762	302,426	281,613	3,850,551
1887	219,065												
Philadelphia and Reading:													
1883	192,216	217,161	244,423	258,674	283,996	254,285	358,725	414,707	448,994	463,873			

AMERICAN RAILROAD BOND LIST.

1 signifies that the road is in the hands of receivers. (f) that the company, default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$200,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	86
Convert. (guar. by Dir.)	150,000	7			1868		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	42
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,708	8			1864		1st Mortgage	1,897,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,018,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	84
Atlantic and Gt. Western:							Funded Coupon Bonds	760,000	7	May & Nov.	"	1885	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	945,000	7	F. M. A. & N.	"	1916	80
2d Mortgage, " "	774,700	7	April & Oct.	"	1881	75	Equipment Bonds	270,453	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,324,800	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
2d Mortgage, " "	913,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	549,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage, " "	2,880,000	7	Jan. & July.	"	1883	93	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati and Zanesville:						
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	93
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1873	96	3d Mortgage	587,000	8	March & Sept.	"	1876	
City of Portland Loan (Coupe)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'70		Hubbard Branch	105,600	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore.	1885	97	Dividend Mortgage	1,000,000	7			1880	
" " " "	1850	6	Jan. & July.	"	1880	97	Cleveland and Pittsburg:						
" " " "	1855	6	Jan. & July.	"	1875	97	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
" " " "	1834	6	Ja. Ap. Ju. Oc.	"	1887	100	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1876	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	74
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	3,500					
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90	Clev., Columbus and Cin.:						
2d Mortgage	433,000	7	"	"	1870	82	1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'80	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	94
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	"	1886	102
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York.	1865		Dividend	36,660		June & Dec.	New York.	1866	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95	Mortgage	248,000					
2d Mortgage Coupons	250,000	7	"	New York.	1870	95	Connecticut River:						
Sinking Fund	336,000	6	"	Boston.	1889	99	Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95
" "	200,000	6	"	"	1879	98	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	2d Mortgage	106,500	8	"	"	1904	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	293,000	7	Jan. & July.	New York.	1867	93
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,622,000	7	"	"	1881	87
Income in '99, & in '72	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7	"	"		
Special Erie and North-East	149,000	7	"	"	'61-'70		Toledo depot bonds	169,500	7				
Burlington and Missouri:							Funded Interest	34,250	7				
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870		Dayton and Western:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
Old Road bonds	121,180	7	"	"	'93-'80		2d Mortgage	260,000	7	June & Dec.	"	40	
Camden and Amboy:							Delaware:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1876	90
American Loan	2,535	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1876	
Loan for \$500,000	210,600	6	"	"	1867	100	State Loan	170,000	6	"	"	1876	
" " \$800,000	338,040	6	"	"	1870	95	Delaware, Lackawanna and Wn:						
" " \$875,000	675,000	6	"	"	1875	90	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	93
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90	1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	"	1876	101
" " \$2,500,000	2,500,000	6	May & Nov.	"	1889	90	2d Mortgage	2,616,500	7	March & Sept.	"	1881	101
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1893	96	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85	Income	348,000	7	Jan. & July.	"	1884	80
2d Mortgage	463,000	7	April & Oct.	"	1879	71	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1866	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	101	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
2d Mortgage	600,000	7	May & Nov.	"	1875	100	Construction bonds, 2d Div'n	666,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
2d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,305,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	'57-'60		Endorsed by State of Tennessee	139,480					
Charleston and Savannah:							Mortgage (ordinary)	780,490					
1st Mortgage (underred)	510,000	6					East Tennessee and Virginia:						
2d Mortgage	1,000,000	7					Endorsed by State of Tennessee	200,000					
Cheshire:							1st Mortgage (after State)	100,000					
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	91	Redeemable in Stock	66,953					
Chicago, Burlington & Quincy:							Eaton and Hamilton:						
Trust Mort. S. F., convertible	355,000	8	Jan. & July.	New York.	1883	110	1st Mortgage	787,734	1			var.	
" " " " " " " "	3,169,000	8	"	"	1883		Elmira and Williamsport:						
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	96
2d Mortgage, Inconvertible	941,000	4	July.	Frankfort o. M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	55,000	6	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Scrip	457,408	7	Jan. & July.	Frankfort o. M.			Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100	Florida:						
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,300,000	7	May & Nov.	"	1883	91	Free Land, 2d Mortgage	1,400,000	8			1891	

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Description.	Amount.	Interest.	Interest.			Due.	Price.	Description.	Amount.	Interest.	Interest.			Due.	Pr. ce.
			When payable.	Where payable.							When payable.	Where payable.			
Florida, Atlantic and Gulf Centr.: Internal Improvement (State)	\$300,000	7				1891		Memphis and Charleston State (Tenn.) Loan	\$1,591,990	6	Jan. & July.	New York.	1880		
Free Land, 2d Mortgage	200,000	8				1881		1st Mortgage	1,254,000	7	May & Nov.	"			
Galena and Chicago Union:								Michigan Central:							
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100		1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872		
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	95		1st Mortgage 8 ¹ / ₂ % (convertible)	500,000	8	March & Sept.	"	1869		
Elgin and State Line	189,000	7	Jan. & July.	"	1879			1st Mortgage (convert.) Dollar	1,995,500	8	"	N. Y. & Boston	1869	103	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884			1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882	107	
Great Western, Ill.:								1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882	107	
1st Mortgage Western Division	1,300,000	10	April & Oct.	New York.	1863	106		Mich. Southern and N'n Indiana:							
" Eastern	350,000	7	Feb. & Aug.	"	1865	102		Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861		
Hannibal and St. Joseph:								Erie and Kalamazoo	37,000	7	March & Sept.	"	1862		
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	73-78	82		Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863		
Land Security	3,344,600	7	April & Oct.	"	1881	92		Goshen Air Line	651,000	7	"	"	1866	95	
Convertible Bonds	822,000	7	Jan. & July.	"	1883	97		Detroit and Toledo	734,000	7	"	"	1876	88	
Harrisburg and Lancaster:								1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885	100	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100		2d General Mortgage	2,253,500	7	"	"	1877	93	
Hartford and New Haven:								Milwaukee and St. Paul:							
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99		1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	85	
Housatonic:								2d Mortgage	1,500,500	7	April & Oct.	"	1884	82	
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877			Real Estate Purchase	135,500				1874		
Houston and Texas Central:								Milwaukee and Prairie du Chien:							
State (1st Lien) Loan	210,000							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	98	
Mortgage	125,000	7				1866		Minnesota and Pacific							
Hudson River:								Real Estate	1,200,000	7	Jan. & July.		1892	61	
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	102		Mississippi Central:							
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	103		1st Mortgage	1,007,363	7					
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99		Mississippi Central and Tenn.:							
Convertible	1,002,000	7		"	1867	104		State (Tenn.) Loan	529,000	6					
Illinois Central:								Mississippi and Missouri:							
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868			1st Mortgage (convertible)	1,000,000	7		New York.			
Construction	6,668,500	7	April & Oct.	London.	1875			2d Mortgage (S. F.)	400,000	8		"			
Construction	2,523,000	6	"	New York.	1875	107		Oskaloosa Division	688,556	7	Jan. & July.	"	1875		
Redemption bonds	2,563,000	6	"	"	1890			1st Land Grant	3,612,000	7	"	"			
Sterling Redemption bonds	358,500	7	"	London.	1875			2d Land Grant	691,000		"	"			
Indiana Central:								Income Bonds	513,300						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866			Mississippi and Tennessee:							
2d Mortgage	264,000	10	"	"		100		Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885		
Income	20,500							1st Mortgage	600,000	6	"	"	1876		
Indianapolis and Cincinnati:								Income Bonds	297,500	10	"	Memphis.	1870		
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106		Mobile and Ohio:							
2d Mortgage	400,000	7	"	"	1862	100		Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882		
Real Estate Mortgage	200,000	7	"	"	1858	68		Sterling (1st mort.) Bonds	4,187,000	6	"	London.			
Ind., Pittsburg and Cleveland:								"		8	"	Mobile			
1st Mortgage	650,000	7	Jan. & July.	New York.	1870			Income Bonds of 1841	148,200	8	"	N. Y. & Mob.	1861		
2d Mortgage	347,000	7	"	"				"	1862-67	625,700	8	"	Mobile.	1862-65	
Indianapolis and Madison:								"	ten years	76,342	8	"	"		
Mortgage	640,000	7	May & Nov.	New York.	1881	85		Montgomery and West Point:							
Jeffersonville:								Mortgage (due 1860, '63 and '65)	350,000	6			var.		
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85		Mortgage	450,000	8			1866		
2d Mortgage	392,000	7	April & Oct.	"	1873	70		Morris and Essex:							
Joliet and Chicago:								1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883			2d Mortgage	516,980	7	"	"			
Joliet and N. Indiana:								Muscogee:							
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105		1st Mortgage	249,000	7					
Kennebec and Portland:								Nashville and Chattanooga:							
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870			Mortgage (State endorsed)	1,500,000						
2d Mortgage	230,000	6	"	Augusta.	1861			Chat. and Olev. Subec. (endors.)	231,000						
*Kentucky Centr. (Gov. and Lex.)								*New Albany and Salem:							
1st Mortgage	160,000	6						1st Mortgage	2,235,000	6					
1st Mortgage	260,000	7						N. Hav. N. Lond. and Ston'ton:							
2d Mortgage (convertible)	1,000,000	7						2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98	
3d Mortgage	600,000	7						Extension	116,000	6	May & Nov.	"	1878		
Guaranteed by Covington	200,000	6						New Haven and Northampton:							
La Crosse, Viroqua & Mineral Pt.:								1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869		
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888			1st Mortgage (H. & Hamp.)	103,000	6	"	"			
Lehigh Valley:								New Jersey:							
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85		Company's (various)	855,000	6	Semi-ann'ly.	New York.	var.		
La Crosse and Milwaukee:								New London Northern:							
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872			1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100	
Lackawanna and Bloomsburg:								Extension Bonds	72,800	6	March & Sept.	"	1885		
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881			N. Ori'ns, Jackson and Gt. North:							
Lexington and Frankfort:								1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886		
Mortgage, due 1869 and '74	79,000	6		Lexington.	69-74			2d Mortgage Bonds	241,000						
Little Miami:								N. Orleans, Opelous, and Gt. West.:							
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100		Louisiana State Loan	650,000	6					
Long Island:								New Orleans City Subscription	1,500,000	5					
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91		1st Mort. Construction	1,739,900	8			1889		
2d Mortgage	500,000	6	"	"	1870			New York Central:							
Extension Bonds	175,000	7	May & Nov.	"	1890			Premium (S. F.) Bonds	6,450,439	6	May & Nov.	New York.	1883	96	
Long Dock Co.:								Deb'ts of former Co's outstanding	100,000						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98		Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876		
Louisville and Frankfort:								Exchanged St's (S. F.) Bonds	606,000	7	May & Nov.	"	1883	104	
Louisville Loan	100,000	6	Jan. & July.	New York.	1881			" "							

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond	1875-76	
North-Eastern (S. C.):							Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000						Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	224,500						Richmond and Petersburg:						
Northern Central:							Mortgage bonds	130,500	7	June & Dec.	Petersburg	1875	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore			Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	12 1/2
Y. and C. guar. by Balt. 3d Mort.	600,000	6	Jan. & July.	"	1877	91	2d Mortgage	987,500	7	"	"	1863	60
Construction 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	89	1st Mortgage	400,000	10	Jan. & July.	New York	1875	
Chattel Mortgage	380,000	10	"	"	1887	118	2d Mortgage	529,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston	1874	92	1st Mortgage	981,000	7	Feb. & Aug.		1900	7 1/2
Norwich and Worcester:							2d Mortgage	16,000	7	"		1866	
Mass. State Loan	195,000	6	Jan. & July.	Boston	1877		3d Mortgage	148,700	7	"		1875	
Bonds for Dividend Serp.	59,000	7	"	New York	1864-74		Six per cents	73,912	6	"		1878	
Steamboat Bonds	95,000	7	Feb. & Aug.	"	1863-70		Sandusky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,200,000	7	Jan. & July.	New York	1866	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	85	Saratoga and Whitehall:						
1st Mortgage—Western	850,000	7	"	"	1872		1st Mortgage	250,000	7	April & Oct.	New York	1868	
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		1st Mortgage	300,000	7	"		1880	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		3d Mortgage	75,000	7	"		1870	
2d Extension	670,500	8	May & Nov.	"	1873		South Carolina:						
Ogdensburg & Lake Champlain:							State Loan	187,000	6	"		1868	
1st Mortgage	1,494,000	7	April & Oct.	Boston	1869	98	Domestic Bonds	254,500	6	Jan. & July.		1873-74	
2d Mortgage (now stock)						71	Domestic Bonds	643,500	7	April & Oct.		1869-71	
Oswego and Syracuse:							Steril. Skg. Rd. bds after Jan. 1, 1870	286,111	6	Jan. & July.	London	1866	
1st Mortgage	225,000	6	Jan. & July.	Oswego	1870-80		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
Construction Main Line	1,500,000	7	"	New York			South-Western (Ga.):						
Panama:							1st Mortgage	437,500				1875	
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870	101 1/2	South-West Pacific:						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Mortgage	2,000,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		Stauben and Ind. (P. C. and C.):						
Peninsula:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
1st Mortgage	1,029,000	7	March & Sept.	New York	1898	75 1/2	Sunbury and Erie:						
Pennsylvania:							1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia	1877	100
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	99	Syracuse, Binghamton and N. Y.:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94 1/2	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
2d Mortgage Sterling	2,293,840	6	"	London	1876		St. Louis, Alton & Terre Haute:						
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102 1/2	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	90
Penobscot and Kennebec:							" (series B)	1,100,000	7	April & Oct.	"	1894	80
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	1874-76		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		" " (series D)	1,400,000	7	May & Nov.	"	1894	75
Petersburg and Lynchburg (S. Side):							" Income (series E)	1,700,000	7	"	"	1894	75
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York			St. Paul and Pacific 1st Division:						
1st Mortgage (70-75)	800,000	6	Jan. & July.	Petersburg	1870-75		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
2d Mortgage (1862-70-75)	314,900	6	"	"	1862-72		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
Special Mortgage (1865-68)	175,000	6	"	"	1865-68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1863 to 1869)	42,000	8	"	"	1863-69		Toledo, Peoria & Warsaw:						
Phila. German'n and Norris'n:							1st Mortgage	1,800,000	7	June & Dec.	New York	1894	77
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1885	106	Toledo and Wabash:						
Convertible Loan	292,500	6	"	"	1885		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1885	88
Philadelphia and Reading:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1885	88
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	79
" 1836	182,400	5	"	"	1880		2d M. (Wabash and Western)	1,000,000	7	"	"	1878	
" 1849	2,695,600	6	April & Oct.	"	1870	96 1/2	Sinking Fund Bonds	152,355	7	"		88	
" 1861	108,000	6	Jan. & July.	"	1871	92 1/2	Equipment bonds	600,000	7	"		68	
" 1843	1,525,500	6	"	"	1880	91	Vermont Central:						
" 1844	804,000	6	"	"	1880	91	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	110 1/2
" 1845	101,000	6	"	"	1880	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	85
" 1849	67,000	6	"	"	1880	91	Vermont and Massachusetts:						
" 1867 (convertible)	415,500	6	"	"	1886	100	Mortgage Bonds	924,905	6	Jan. & July.	Boston	1885	96 1/2
" 1868	60,000	7	"	"	1886		Vermont Valley:						
Phila. Wilmington and Baltimore:							1st Mortgage	386,000	7	April & Oct.		1860	
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia	1884	98 1/2	1st Mortgage	114,000	6	"		1860	
Pittsburg and Connellsville:							2d Mortgage	293,200	7	"		1860	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 1/2	Virginia Central:						
Pittsburg, Ft. Wayne and Chicago:							Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	102	Mortgage (coupons)	208,500	5	"	Richm'd	1872	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Mortgage (coupons)	985,000	6	"	New York	1884	
" (series C)	875,000	7	Mar. & Sept.	"	1912		State Loan 1859-60	210,000	6	"	Richmond		
" (series D)	875,000	7	April & Oct.	"	1912		Coupon bonds of 1865	38,000	8	"	"	1876	
" (series E)	875,000	7	May & Nov.	"	1912		Funding Interest bonds	83,125	8	"	"	1870-77	
" (series F)	875,000	7	Jun. & Dec.	"	1912		Dividend bonds	122,613	6	"	"	1865-76	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	95	Bonds not secured by mort.	61,594	6	"	"	due	
" (series H)	860,000	7	Feb. & Aug.	"	1912		Virginia and Tennessee:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887	
" (series K)	860,000	7	April & Oct.	"	1912		1st Mortgage	500,000	6	"	New York	1872	
" (series L)	860,000	7	May & Nov.	"	1912		2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
" (series M)	860,000	7	June & Dec.	"	1912		Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg	var.	
3d Mortgage	2,000,000	7	April	"	1912	84 1/2	Warren (N. J.):						
Bridge Bonds	164,500	7	May & Nov.	Philadelphia	1876		1st Mortgage	600,000	7	Feb. & Aug.	New York	1875	
Pittsburg and Steubenville:							Warwick Valley, N. Y.:						
Mortgage	800,000	7	Feb. & Aug.	New York	1865	75	1st Mortgage	60,000	7	April & Oct.	New York	1880	87 1/2
Potomac and Waterown:							Watertown and Rome:						
1st Mortgage	1,000,000	7	June & Dec.	New York	1864-74		Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	
Quincy and Chicago							Western (Mass.):						
1st Mortgage	1,230,000				1875		Sterling (£899,900)	4,319,520	5	April & Oct.	London	1868-71	
Racine and Mississippi							Dollar Bonds	950,000	6	"	Boston	1876	100
1st Mortgage (Eastern Division)	680,000	8		New York			West Jersey:						
1st Mortgage (West'n Division)	767,000	8		"	1875	35	1st Mortgage	238,000	7		Philadelphia	1883	
Raleigh and Gaston:							2d Mortgage	772,000	7		"	1896	
Cotton	100,000				1862		Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	599,000	7	May & Nov.	New York	1866	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1888		2d Mortgage	200,000	7	"	"	1872	
2d Mortgage	250,000	7	"	"	1883		Wilmington and Weldon:						
Equipment Bonds	208,000	7	"	"	1876		Mortgage payable in England	443,555	6	Jan. & July.	London	1863	
Richmond, Fred. and Potomac:							Sterling, issued in 1868	144,500	6	"	"	1898	
Sterling (£467,000)	324,000	6			1860		Company's endorsed by State	160,000	6	"	"	1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.			Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.		Freight, etc.	Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of
									Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.							
	M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
ALABAMA.																							
30 Jun. '80	65.0			50.6	2	2	19	Alabama and Florida	1,451,736	*		877,953	603,500	105,255	1,515,704	54.0		101,102	37,806				
30 Feb. '80	30.8			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		885,010	109,500	21,632	618,065	30.3		55,791	31,852				
31 May '80	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,486	2,476,023	109.6		207,626	111,232				
30 Jun. '80	87.0			171.8				Mobile and Girard	1,500,000								236,791	76,773	21,006				
31 Dec. '80	489.3	13.5		49.4	21	20	263	Mobile and Ohio	9,258,002	2,189,562		3,615,400	7,361,831	1,591,391	17,922,359	482.5	8 mo.	1,324,947	642,499				
30 Feb. '80	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,266	100,000	1,419,769	922,622	23,579	2,582,506	116.9		505,166	260,260	6			
ARKANSAS.																							
3 Nov. '88	38.5			107.5				Memphis and Little Rock	553,877	*		251,524	446,000	10,725	811,949								
CALIFORNIA.																							
30 Dec. '80	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594				
CONNECTICUT.																							
31 July '85	23.8			1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000			23.8	55,856	103,333	26,249	3			
31 Jan. '86	122.4			17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	2,037,940	1,836,740			122.4	319,433	644,726	166,186				
30 Nov. '86	61.4	10.2		66.9	26	42	434	Hartford and New Haven	3,129,047	*	3,129,047	8,000,000			3,927,000	75.2		1,591,804	633,483	12	174		
31 Dec. '86	74.0			8.9	10	12	261	Housatonic	2,439,775	*		2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,096	65,463				
31 Dec. '85	57.0			2.0	8	11	188	Naugatuck	1,405,639	*		1,100,000	295,000	34,095		82.0	159,074	419,469	135,922	10			
30 Feb. '86	50.0			2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040	*		738,538	760,000			62.0		67,143	loss				
30 Nov. '86	85.0	5.8			4	3	22	New Haven and Northampton	2,379,806	*		2,379,000	1,294,100	650,000		1,874,100	30.0	60,087	79,556	loss			
30 Nov. '86	100.0				14	16	150	New London Northern	658,805	*		895,000	353,283	122,500	1,370,738	100.0	228,845	332,570	68,064	8	85		
31 Mar. '86	61.3	1.0		63.8	24	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	649,834	9	119		
30 Nov. '86	69.4	7.0		4.2	19	19	466	Norwich and Worcester	2,463,988	149,711	666,663	2,963,600	556,000	6,112	3,390,357	66.4	366,149	750,978	260,623	10	95		
DELAWARE.																							
31 Oct. '80	84.3			10.7				Delaware	1,562,257			406,132	870,000	271,877	1,607,684	84.3	136,631	133,970	41,466				
31 Oct. '82	16.2							Newcastle and Frenchtown	704,860		18,535	744,520			5,024	749,644	5.0	27,283	10,290	9			
FLORIDA.																							
30 Apr. '80	154.2				160			Florida	532,791	80,596		191,485	168,000	75,894	619,112	32.0		7,867	3,585				
30 Apr. '80	32.0			8.0	13.0	3	1	Florida and Alabama															
30 Apr. '80	89.9			6.0				Flo., Atlantic and Gulf Central															
30 Apr. '80	100.0	3.9		10.0	183.5			Pensacola and Georgia								29.4							
GEORGIA.																							
30 Jun. '86	86.7				16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232,500	36,500	22,721	1,296,541	86.7		415,411	54,648	4			
30 Dec. '86	92.6			8.7	70.9			Atlantic and Gulf—M. Trunk				733,700	129,560			53.0		168,998	95,612				
30 Dec. '86	53.0							Augusta and Savannah	1,032,200	*		151,887				81.0							
30 Apr. '86	48.5			23.7				Brunswick and Florida	755,000	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10			
30 Nov. '86	191.0				53	62	697	Central of Georgia (and Bank)	4,368,800	*		4,156,000	312,500		8,123,343	232.0	1,159,188	528,043	8				
31 Mar. '86	171.0	61.0			19	16	171	Georgia (and Bank)	4,156,000	1,003,650		4,156,000			12,295	1,658,976	102.5	226,241	404,618	412,676	19		
30 Nov. '86	102.5				19	16	171	Macon and Western	1,600,000	*		669,950	249,000		1,028,868	50.5		202,714	110,516	8			
31 July '86	50.0				7	2	107	Muscogee	774,244	162,534		1,275,901	10,200	180,621	1,473,140	71.6							
1 May '88	68.1				3	4	83	Savannah, Albany and Gulf	1,386,634	52,374		3,202,400	437,500	12,532	4,908,568	228.8	264,824	856,546	343,802				
31 July '86	108.1	100.8		16.2	22	20	250	South Western	3,350,906	411,373	34,173	3,202,400			4,908,568	138.0		832,343	454,541				
30 Sep. '80	138.0				52	24	705	Western and Atlantic	5,901,497			built and own'd by State.											
ILLINOIS.																							
31 Dec. '86	230.0				67	32	1,098	Chicago and Alton	10,118,822	*	2,172,382	6,311,900	3,993,000	498,049	12,290,904	280.0	1,634,115	3,695,153	1,484,616	81	107		
30 Apr. '86	317.0			47.0	111	54	2,142	Chicago, Burlington and Quincy	12,777,562	2,670,210		2,070,379	10,193,010	6,754,406	204,207	17,518,440	400.0	2,083,580	6,175,562	2,799,435	31		
31 May '86	242.0	698.0			154	94	3,146	Chicago and Northwestern	37,323,791	*		2,356,960	26,155,641	12,020,483	825,398	39,680,422	230.0	6,820,750	1,802,272		321		
31 Mar. '86	181.8				66	71	1,306	Chicago and Rock Island	8,060,132	*		2,295,632	6,500,000	1,448,000		10,315,764	238.4	1,234,851	1,154,236	141,271	10		
31 May '86	174.5	5.5	14.3		21	22	504	Great Western	4,039,661	*		1,648,561	2,350,000		4,214,542	180.0		742,097	377,476		86		
31 Dec. '86	454.8	252.5			150	83	3,546	Illinois Central	20,954,453	*	10,393,323	23,415,780	12,114,000		41,478,280	708.3	5,603,882	6,546,741	2,175,447	10	113		
31 Dec. '86	118.0			112	16	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000		8,104,654	1,600,000	114,962	4,970,981	111.0	224,563	680,333	250,156				
31 Dec. '86	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,568		31		
INDIANA.																							
31 Aug. '85	132.0				41	23	765	Chicago and Great Eastern	2,312,344	288,255		1,258,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720		10	
30 Apr. '86	72.4				14	10	187	Evansville and Crawfordsville	1,667,039	274,081		26,641	611,050	15,900	2,102,761	109.0		442,893	158,541				
31 Dec. '86	89.8	20.2			23	19	813	Indianapolis and Cincinnati	2,497,952	540,043		25,689	1,699,900	1,882,284	140,689	3,458,108	110.0		448,858	230,834	9	85	
31 Dec. '85	84.0				15			Ind., Pittsburg and Cleveland	2,735,556	*		240,522	1,872,000	997,000	106,879	2,975,876	84.0	384,529	771,763	307,832			
1 Dec. '86	78.0				15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000		2,175,223	108.0		312,859	527,863	265,156			
31 Mar. '84	86.0	11.0	3.0		17	10	263	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,538,743	132.0		315,172	117,941	6	100		
30 Nov. '85	268.0				26	23	664	Louis., N. Albany & Chicago	1,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,40	86			
30 Nov. '86	288.0							Terre Haute and Indianapolis	1,988,150		967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	169		
IOWA.																							
30 Apr. '86	75.5			176.5	11	8	275	Burlington and Missouri River	3,215,917	*	225,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417				
31 Dec. '86	142.5			176.9	16	9	211	Dubuque and Sioux City	5,257,043	*	172,10	3,662,123	960,000	653,955	5,429,203	165.5	319,890	806,271	287,861				
1 Jan. '86	88.5			101.3	4	1	64	Keok. Ft. Des Moines & Minn.	1,037,376	82,499		921,449	570,000		1,492,449	88.5	11 mo.	458,821	21,356				
30 Jun. '86	185.0	95.0		312.0				Mississippi and Missouri	10,716,562			3,452,300	7,145,252	118,000	10,716,562	230.0							
KENTUCKY.																							
31 Oct. '86	80.0							Covington and Lexington	3,743,971	276,024		1,582,169	2,930,000	387,532	4,375,993	111.8		426,408	227,534				
30 Jun. '86	29.0			3.1				Lexington and Frankfort	605,298	52,300	71,669	614,646	79,000	8,644	722,267	29.0		174,049	46,707	7	30		
30 Jun. '86	65.1			5.4			225	Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,437	1,675,258	65.1	239,629	108,903	105,903	5	56		
30 Jun. '86	135.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	455,061	12,754,346	334.0	959,947	3,143,139	1,692,055	8			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trailers.	Gross.	Net.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.										
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.					
MAINE.																								
30 Nov. '82	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—				
30 Jun. '86	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	45				
31 Dec. '85	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	—	2,000,000	—	3,000,000	109.5	274,410	630,316	97,709	—				
31 May, '85	99.7	9.5	—	—	13	15	233	Maine Central	4,212,201	*	—	57,091	1,447,060	2,733,800	1,0,597	4,301,457	109.2	171,568	489,592	219,302	—			
31 May, '85	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	—	100,000	1,500,000	—	1,600,000	51.3	161,056	450,222	236,767	6				
MARYLAND.																								
30 Sep. '84	279.6	7.2	—	—	221	100	3,000	Baltimore and Ohio	31,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,633,113	286.8	3,493,376	3,577,692	5,307,188	10				
30 Sep. '84	30.0	—	—	—	—	—	—	Washington Branch	1,650,000	*	—	—	—	—	1,650,000	—	—	864,481	258,462	127				
31 Dec. '85	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,315,510	1,328,798	8				
MASSACHUSETTS.																								
30 Nov. '86	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—				
30 Nov. '86	26.8	1.8	16.8	—	20	41	554	Boston and Lowell	2,465,234	183,345	521,732	1,830,000	—	—	3,470,511	70.9	480,176	669,992	176,288	8				
30 Nov. '86	74.3	8.8	60.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,298	4,076,974	—	—	5,010,730	164.3	775,454	1,575,820	498,496	10				
30 Nov. '86	47.0	7.0	46.0	—	30	53	2,0	Boston and Providence	3,162,600	207,400	567,051	3,360,000	—	—	3,917,051	61.8	441,186	1,190,784	284,644	10				
30 Nov. '86	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,239,810	4,500,000	—	—	401,519	75,690	83.6	729,470	1,914,729	490,201	10			
30 Nov. '86	46.0	1.1	2.7	—	7	17	8	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8			
30 Nov. '86	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	169,816	800,144	1,650,000	—	—	594	2,237,115	58.7	255,853	617,143	177,322	8			
30 Nov. '86	44.1	50.4	33.1	—	38	82	679	Eastern	4,462,999	506,000	467,611	3,5,8,300	1,818,409	271,200	5,426,700	91.5	805,800	1,422,167	477,714	8				
30 Nov. '86	51.0	42.6	76.1	—	29	38	472	Fitchburg	3,199,861	360,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	847,247	7				
30 Nov. '86	14.0	—	—	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	—	—	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6		
30 Nov. '86	12.4	—	—	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	—	—	75,000	3,558	370,185	(Oper. by Boston & Lowell)	—	—				
30 Nov. '86	14.5	—	—	—	11	18	219	Nashua and Lowell	568,919	95,884	114,623	600,000	—	—	25,600	773,226	41.6	215,731	441,304	90,966	8			
30 Nov. '86	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	463,582	46,018	184,000	500,000	—	—	151,000	684,000	36.7	72,492	259,107	71,332	9			
30 Nov. '86	13.6	10.5	80.5	—	33	74	611	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,066	7,347,300	141.0	689,552	1,332,307	509,790	7				
30 Nov. '86	18.6	—	—	—	1	3	—	Pittsfield and North Adams	432,430	—	—	450,000	—	—	450,000	18.6	60,880	114,107	31,164	6				
30 Nov. '86	43.4	1.0	17.5	—	17	20	249	Providence and Worcester	1,463,596	302,798	48,606	1,760,000	—	—	55,000	1,905,000	44.4	293,180	701,147	163,414	8			
30 Nov. '86	16.9	—	—	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	—	—	228,900	680	471,171	(Oper. by B. & L. Co.)	—	—				
30 Nov. '86	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	—	286,698	11.7	50,279	243,676	62,826	8			
30 Nov. '86	6.1	—	—	—	36.5	—	—	Troy and Greenfield	—	—	—	923,942	—	—	979,308	—	—	(Current operated to the C. & N. Y. R. Co.)	—	—				
30 Nov. '86	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	—	—	551,550	3,684,321	77.3	158,121	435,965	104,648	34			
30 Nov. '86	156.1	17.3	144.4	—	89	72	1,380	Western (incl. Alb. & W. S. etc.)	10,037,212	850,115	5,223,176	6,710,800	5,945,620	—	17,190,533	156.1	1,690,062	3,932,017	1,406,791	10				
30 Nov. '86	45.7	—	—	—	11	14	226	Worcester & Nashua (par 53)	1,025,000	116,000	124,385	1,141,000	—	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10			
NEW HAMPSHIRE.																								
31 Mar. '86	93.5	—	—	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	349,233	1,800,000	1,050,000	31,216	3,196,233	93.5	—	422,829	134,871	—			
30 Nov. '86	63.6	—	—	—	27	15	271	Cheshire	2,688,507	*	—	247,281	2,085,925	—	—	2,936,189	76.6	422,417	1,099,897	24				
31 Mar. '86	34.5	—	—	—	21	22	494	Concord (par 50)	1,900,000	*	—	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	161,868	—			
31 Mar. '86	26.9	—	—	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,052,327	—	—	—	—	—				
31 Mar. '86	29.3	—	—	—	2	4	80	Merrimack and Conn. Rivers	698,258	*	—	595,588	—	—	568,000	—	—	527	—	—				
31 Mar. '86	20.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	—	740,296	3,068,400	—	—	3,808,696	82.2	387,789	615,728	215,973	9			
NEW JERSEY.																								
31 Dec. '86	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	966,647	2,245,000	346,140	3,587,747	77.5	—	556,742	128,939	—				
31 Dec. '86	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,039,011	*	—	4,381,251	7,957,412	10,073,137	—	18,060,549	124.2	5,607,642	1,444,705	15				
31 Dec. '86	60.2	—	—	—	—	—	—	Camden and Atlantic	1,261,434	*	—	1,061,993	1,034,776	—	—	2,244,201	60.2	—	393,975	129,869	—			
31 Dec. '86	74.0	12.0	74.0	—	65	62	1071	Central of New Jersey	7,708,080	1,964,600	5,260,728	13,000,000	1,000,000	250,400	15,111,022	102.0	2,314,515	3,551,244	1,617,285	—				
31 Dec. '86	53.0	—	—	—	21	43	274	Morris and Essex	6,973,931	2,181,111	208,659	3,500,000	5,516,950	—	124,822	9,625,429	53.0	—	1,020,078	304,869	—			
31 Dec. '86	38.5	—	—	—	35	98	180	New Jersey	3,890,329	827,956	1,880,141	6,000,000	—	—	558,000	6,512,449	33.8	638,632	1,770,832	789,015	—			
31 Dec. '86	21.3	—	—	—	—	—	—	Northern New Jersey	487,803	*	—	158,800	280,000	—	—	74,740	487,803	24.7	222,769	22,951	—			
31 Dec. '86	65.0	16.0	—	—	2	6	—	Raritan and Delaware Bay	4,008,522	*	—	2,530,700	1,562,800	920,447	4,083,947	81.0	—	335,651	108,000	—				
31 Dec. '86	18.2	—	—	—	—	—	—	Warren	2,000,000	—	—	611,400	—	—	2,611,400	18.2	—	451,297	154,045	7				
31 Dec. '86	38.5	—	—	—	47	—	—	W. at Jersey	1,219,104	*	—	454,219	731,050	1,010,700	—	1,741,550	54.0	—	263,420	69,712	29			
NEW YORK.																								
30 Sep. '85	82.0	—	—	—	4.5	58.0	9	12	153	ALBANY & SENECA.	3,183,056	198,909	1,604,145	1,016,739	173,722	2,794,067	82.0	65,472	175,729	88,064	—			
30 Sep. '85	142.0	—	—	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	—	—	Leased to Erie R. Co.	—	—	23					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.							
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
PENNSYLVANIA.																							
31 Jan. '80	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,048,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16		
31 Oct. '80	387.0	6.0	81.0	14.0	150	108	3,246	Atlantic and Great Western	56,367,560	—	83,348	29,564,406	29,919,900	1,156,819	90,721,144	607.0	2,647,706	4,333,490	1,476,080	—	13		
31 Oct. '80	65.0	2.5	4.5	—	—	21	9	263	Catawissa	3,634,000	—	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,541	—		
31 Oct. '80	74.0	—	6.3	—	—	15	12	130	Cumberland Valley	1,691,037	—	—	1,316,900	384,000	—	1,691,037	74.0	207,024	561,408	82,281	8		
31 Oct. '80	113.0	—	70.0	—	—	87	17	5,740	Del. Lackawanna and West'n	9,687,427	2,912,417	—	11,239,600	3,390,500	717,222	15,376,322	204.5	1,909,776	2,788,490	714,826	20		
31 Oct. '80	86.0	1.7	6.0	—	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	257,034	—		
31 Oct. '80	78.0	—	16.0	—	—	18	—	620	Elmira and Williamsport	2,268,000	362,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,148	517,531	—	5		
31 Oct. '80	18.5	—	6.0	—	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25		
31 Oct. '80	81.6	2.0	6.2	—	—	15	11	446	Erie and Pittsburgh	1,842,920	554,623	225,000	664,300	1,243,704	435,296	2,622,548	98.6	313,902	618,666	235,163	—		
31 Oct. '80	36.0	18.0	17.9	—	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	oper. by Penn.	—	—	—	7		
31 Oct. '80	32.0	—	1.4	44.0	4	2	15	—	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	55,642	2,972	—		
31 Oct. '80	44.0	15.7	11.7	6.0	16	3	79	—	Huntingdon and Broad Top	2,188,498	—	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,606	—		
31 Oct. '80	80.0	2.0	13.5	—	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,336,000	2,401,645	68,880	3,812,146	82.0	484,760	818,376	285,100	—		
31 Oct. '80	71.0	67.5	150.0	—	—	86	19	3,475	Lehigh Valley	9,911,432	3,052,790	—	9,408,260	1,477,000	—	12,994,222	128.6	1,078,411	3,718,650	2,269,027	20		
31 Oct. '80	28.3	6.0	8.0	—	—	—	—	—	Little Schuylkill	1,466,283	—	1,508,965	2,608,100	886,000	—	3,604,655	oper. by Reading R. R.	—	—	—	2		
31 Oct. '80	138.5	—	64.1	—	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	—	—	—	—	8		
31 Oct. '80	55.9	11.9	14.9	—	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,727	—	6,887,255	67.5	345,585	902,211	382,500	—		
31 Dec. '80	354.3	33.3	466.3	—	—	462	240	7,979	Pennsylvania	25,642,634	3,371,215	15,338,686	20,000,000	18,038,256	—	44,251,544	666.4	7,080,026	16,583,833	5,967,520	9		
31 Dec. '80	17.0	—	19.3	—	—	19	42	119	Phila. German'n & Norristown	1,139,079	268,439	409,986	1,491,550	159,800	—	1,651,550	24.2	274,879	606,346	247,446	—		
31 Dec. '80	287.5	—	63.3	—	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083,760	13,000,000	—	18,084,300	287.5	1,424,110	2,541,052	454,077	28		
30 Nov. '80	147.0	—	255.4	—	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474.6	4,381,336	10,972,819	6,016,631	10		
31 Oct. '80	26.5	—	30.0	—	—	50	72	943	Philadelphia and Trenton	1,369,284	—	—	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15		
31 Oct. '80	58.4	—	105.6	—	—	14	12	82	Phila. Wilmington and Balt.	10,469,300	—	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,057,687	10		
31 Dec. '80	48.5	—	138.1	—	—	159	121	2,429	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	9		
31 Oct. '80	28.0	—	5.0	—	—	7	—	—	Pittsburg, Ft. Wayne & Chicago	24,383,747	—	—	9,940,987	12,568,500	—	26,927,540	468.5	4,945,118	7,667,217	2,319,531	10		
31 Oct. '80	26.1	—	4.0	—	—	8	13	138	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,292	41		
31 Oct. '80	36.6	—	4.7	—	—	8	2	253	Westchester & Philadelphia	1,845,387	146,721	10,000	684,036	982,900	113,865	1,760,501	35.4	144,402	367,510	145,460	—		
31 Oct. '80	—	—	—	—	—	—	—	—	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	35.6	120,064	264,123	128,812	25		
RHODE ISLAND.																							
31 Aug. '80	62.0	—	4.0	—	—	16	15	140	N. Y., Providence and Boston	2,568,000	—	—	1,755,281	500,000	—	—	62.0	240,600	625,641	169,323	12		
SOUTH CAROLINA.																							
31 Dec. '80	54.9	—	47.4	—	—	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,268	197,905	1,099,536	51.9	—	—	—	—		
31 Dec. '80	109.6	—	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	518,000	—	—	109.6	—	283,282	151,536	6		
1 Jan. '81	143.2	21.3	—	—	—	—	—	—	Greenville and Columbia	2,439,709	324,161	—	1,429,008	1,450,000	—	—	143.2	—	341,190	125,871	—		
31 Feb. '81	102.0	—	—	—	—	—	—	—	North Eastern	2,011,652	—	—	985,743	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—		
31 Dec. '80	136.0	100.0	—	—	—	47	34	343	South Carolina.	8,511,957	—	549,110	5,819,275	2,534,795	447,498	9,827,978	242.0	1,612,738	387,332	—	—		
TENNESSEE.																							
30 Sep. '80	47.6	—	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	29,967	19,187	—	—		
30 June '80	30.0	—	1.8	—	—	17	11	120	East Tennessee and Georgia	2,310,033	156,264	—	536,654	2,141,970	—	2,467,624	140.0	10 mos.	441,029	154,081	—		
1899	140.0	—	8.0	—	—	10	10	208	East Tennessee and Virginia	5,966,205	844,254	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	408,061	1,274,307	624,142	—		
30 Jun. '80	271.6	19.4	20.0	—	—	62	41	349	East Tennessee and Charleston	2,259,287	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—		
1899	100.0	—	30.6	55.8	—	12	7	92	Memphis and Ohio	3,015,107	—	—	825,359	1,063,600	562,059	3,015,107	99.2	—	337,252	173,729	—		
30 Sep. '80	69.2	—	2.3	—	—	4	5	46	Memphis, Clarksv. & Louisv.	892,710	82,908	—	317,447	632,500	22,369	—	69.2	—	54,175	83,129	44,666		
1899	47.4	—	7.0	—	—	12	2	81	Mississippi Central and Tenn.	633,307	56,816	—	144,894	406,000	5,000	—	47.4	—	30,066	13,892	—		
30 Nov. '80	149.7	44.0	7.9	—	—	39	17	319	McMinnville and Manchester	3,632,832	—	—	2,064,544	1,731,000	—	—	149.7	—	734,118	337,284	6		
1899	—	—	—	—	—	—	—	—	Nashville and Chattanooga	—	—	—	—	—	—	—	—	—	—	—	—		
1899	45.8	—	4.2	11.7	—	8	5	32	Nashville and Northwestern	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,060	127,955	87,245	—		
1899	30.0	—	0.6	8.0	—	—	—	—	Tennessee and Alabama	216,962	—	—	216,962	413,000	408,477	—	30.0	—	1,245	—	—		
— '80	32.0	—	158.0	—	—	—	—	—	Winchester and Alabama	—	—	—	—	—	—	—	—	—	—	—	—		
— '80	56.0	—	184.0	—	—	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	—	—	—	—	—		
— '80	50.0	—	1.5	75.0	—	2	1	40	Houston and Brazoria	1,250,000	—	—	276,000	240,000	171,580								

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares out-standing.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	61
Budaio, N. Y. & Erie, (guarantied)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	22
Catawissa (preferred)	1,150,000	7	7	23 1/2
Chemung (guarantied)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Cheshire (preferred)	2,017,825	7	7	55
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	69 1/2
Cocheco (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,735,300	10	10	80 1/2
Cumberland Valley (1st preferred)	241,900	8	8	---
(2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	7	55
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	500,000	---	---	---
Erie (preferred)	8,555,700	7	7	71
Hannibal & St. Joseph (preferred)	6,253,856	7	7	53
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	---	---	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	7	25
(2d pref.)	3,819,772	7	7	20
Michigan S. & N. Indiana (guar.)	1,059,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,266	8	8	85
(2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	7	49
New Haven & Northampton (guar.)	1,010,000	4	4	---
New York & Harlem (preferred)	1,500,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guarantied)	630,000	---	---	---
Paterson & Ramapo (guarantied)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,500	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Susq. & Portsmouth (guar.)	1,500,000	6	6	---
Railroad & Burlington (preferred)	382,700	8	8	---
(2d preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	61
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	---
(2d pref.)	908,422	7	7	---
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102 1/2
Warren (guarantied)	140,300	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out-standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" sterling	4,375,000	5	---	1890	---
Preferred bonds	1,700,000	6	---	---	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penna.:					
Bonds	673,799	7	J. & J.	1865	---
Interest Certificates	161,960	6	---	1868	---
Lehigh Navigation					
1st Mortgage	414,157	6	Qtrly.	1870	---
Six per cent. Loan	2,687,276	6	---	1884	8 1/2
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	---	1865	---
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	---	---	90
Boat Loan	99,862	6	---	---	92
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,370	6	J. & J.	1882	77 1/2
Improvement	1,501,970	6	M. & N.	1876	74
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Md. sig. loan converted	200,376	5	---	1865	---
Mortgage bonds	993,000	6	---	1878	63
Preferred Interest b'ds.	227,569	6	---	1878	21 1/2
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susquehanna:					
1st Mortgage, s't'g fund	450,600	6	J. & J.	1878	90
2d Mortgage	600,000	6	J. & J.	1878	80 1/2

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware.....	100	1,343,563	p.c.	95
Chesapeake and Ohio.....	100	8,225,595		
Delaware Division.....	100	1,633,350		56
Delaware and Hudson.....	100	10,000,000	10	144
Delaware and Raritan.....	100	2,298,400	10	
Erie of Pennsylvania.....	50	64,000		
Illinois and Michigan.....	50	6,091,700	10	53
Lehigh Navigation.....	50	726,800	3	
Monongahela Navigation.....	100	1,025,000	10	65
Morris, (consolidated).....	100	1,176,000	10	120
" (preferred).....	100			
North Branch.....	100			
Sault Ste Marie.....	100			
Schuylkill Navigation (consolid.).....	50	1,908,207	22	
" (preferred).....	50	2,838,983	30 1/2	
Susquehanna and Tide Water.....	50	2,043,200	15 1/2	
Union.....	50			2
West Branch and Susquehanna.....	50	2,787,000	4	
West Branch and Susquehanna.....	100	1,100,000	6	28 1/2
Wyoming Valley.....	50	750,000	16	59

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/2 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)	per ton 33 @ 41
Pig, American, No. 1	— @ 40
Bar, Refined, English	— @ 90
Bar, Swedes, assorted sizes (in gold)	— @ 100
STONE PRICES.	
Bar, Swedes, assorted sizes	160 @
Bar, English & American, Refined	110 @ 115
Bar, English & American, common	170 @ 105
Scroll, English	140 @ 190
Ovals and Half round	135 @ 145
Band, English	140 @
Horse Shoe	135 @
Rods, English	115 @ 172 50
Hoop, English	145 @ 205
Nail Rod	per lb. 9 @ 10 1/2
Sheet, Iron	per 100 @ 17 1/2
Sheet, English, Single, Double and Treble	5 1/2 @ 8
Rails, English (gold)	per ton 53 @ 54
Rails, American	82 @ 85
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d qty.)	per lb. 18 @ 23
English Spring (1st & 2d qty.)	104 @ 120
English Blister (1st & 2d qty.)	114 @ 20
English Machinery	124 @ 16
German	14 @ 16
American, Blister	114 @ 17
American, Cast, Hammered	19 @
American, Cast, Rolled	— @
American Spring	12 @ 15
American Machinery	13 @
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.	
Sheathing, New (suits)	per lb. 35 @
Sheathing, Yellow	— @ 24
Pig, Chile	— @
Boils	— @ 35
Braziers	364 @ 36
American Ingot (cash)	234 @ 23 1/2
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. — @
Spanish	6 45 @ 6 62 1/2
German Refined	6 60 @ 6 62 1/2
English	6 50 @ 6 87 1/2
Bar	per lb. — @ 10
Pipe and Sheet	— @ 10 25
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terno Plates, 25 per cent. ad. val.	
Banca (gold)	per lb. — @ 25 1/2
Straits (gold)	22 @
English (gold)	22 1/2 @ 22 1/2
— (Cureno)	---
Plates, I. C. Charcoal, p. box	9 25 @ 9 50 12 @ 12
Plates, I. C. Coke	7 75 @ 9 10 50 @ 12
Plates, Coke Terno	6 75 @ 7 9 25 @ 9 50
Plates, Charcoal Terno	8 50 @ 8 75 11 @ 12 25
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d @ 60d (cash)	per 100 lb. 6 @ 6 25
Clinch (cash)	7 50 @ 7 75
Copper	— @ 48
Ausable Horse, Norway Iron, Forged	25 @ 26
Zinc Nails (6 mos)	18 @ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	— @ 16 1/2
Refined, free L. S. to White	40 @
Ref'd, in bond, prime L. S. to White	26 @
Ref'd, in bond, Standard White	— @ 27
Naphtha, Refined (60 @ 63 gravity)	21 @ 21 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

Th 11 F. 12 Sat. 13. M 15. Tu 16 W. 17

Atlantic M. S. S. Co.	79	82½	81½	---	82½	83
At. & Gt. W. (O) 1st m't.	---	---	---	---	---	---
Buffalo, N. Y. & E., 1M.	---	---	---	---	94½	---
California T.	---	---	---	---	---	---
Canal Co.	42½	43	---	44	42½	43
Central Am. Transit.	---	---	---	---	---	---
Chicago & Alton	106	106	106	---	---	107
" pref.	108	108	---	109	---	---
" 1 M.	---	---	100	---	---	---
" S. F.	---	---	---	---	---	---
Inc'd's	---	---	---	---	---	---
Chicago, Burl. & Q.	---	---	---	135	---	135
" 8 p.c.	---	---	---	---	---	---
Ohio & Northwest	32	33	33½	34	32½	32½
" pref.	69	60½	61	61	59	59½
" 1st M.	84½	84½	---	84½	---	---
" 2d M.	---	---	---	---	---	---
" S. F.	---	---	---	---	---	---
Consol.	80	---	---	---	---	79
Chicago & Rock Isl.	87½	87½	88	88½	86½	86½
" 1st M. 70. 101½	---	---	---	---	---	---
Clev., Col. and Cin.	99	99	99	---	---	---
Clev. & Pittsburgh	68½	70	70	---	67½	70
" 2 M.	---	---	---	---	---	---
" 3 M.	90	90	---	---	---	---
" 4 M.	---	---	---	---	---	---
Clev. and Toledo	118	118½	119½	113x	112½	112½
" S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref	27	29	30	---	---	29½
Del. & Hudson Canal	144	---	---	---	---	---
Del., Luck. & West.	---	---	---	---	---	---
" 1M. S.p.c.'71-8.	---	---	---	---	---	---
" 2M. S.p.c.'81.	---	---	---	---	---	---
Erie	64½	66	68	57½	65	66½
" pref.	---	---	---	---	---	---
" 1 M. 7 p.c. '87.	---	---	---	---	---	---
" 2 M. 7 p.c. '79.	---	---	101	---	---	---
" 3 M. 7 p.c. '88.	97	---	97	---	---	---
" 4 M. 7 p.c. '80.	---	---	---	---	---	---
" 5 M. 7 p.c. '88.	---	---	---	---	---	---
Hudson River	---	---	---	94x	---	---
scrip.	---	---	---	---	---	---
1M. 7p.c. '69. 100	---	---	---	---	102	102
" 2M. S. F.	---	---	---	---	102	103
" 3M. 7p.c. '75.	---	---	---	---	---	---
conv. bonds	---	---	---	---	---	---
Illinois Central	112½	113½	114½	111½	112½	112½
" Can. b'ds.	---	---	---	---	---	---
" bonds	107	---	---	---	---	---
Marietta & Cin. 1st pref.	---	---	---	---	---	---
" 2d	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---
Mariposa Mining Co.	7	7	7½	7½	7	7½
Michigan Central	---	---	---	108	108½	108
" S.F. S.p.c.'82	---	---	---	---	---	---
" conv. S.p.c.'69	---	---	---	---	---	---
M. S. and N. I.	67½	68½	68½	68½	66½	66½
" guard.	---	---	---	---	---	---
" 1 M. S. F.	---	---	---	---	---	---
" 2 M.	---	92	---	---	---	---
Mil. and P. du Chien	---	---	---	---	---	---
" 1st pref. 85	---	---	---	---	---	---
" 2d pref.	---	---	---	---	---	---
" 1st M.	25	---	---	---	---	---
Milw. and St. Paul.	49½	50½	50	49½	49	47½
" pref.	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---
" 2d mort.	---	---	---	---	---	---
Miss. & Mo.	---	---	---	---	---	---
" L.G. bonds.	---	---	---	---	---	---
Missouri 6s	55	95	91½	91½	94	94
" ias. to H. & St. J. R.	---	---	82	---	---	---
" Pacific	95½	---	---	---	---	---
New York Central	99	100½	100½	99½	98	98½
Real Estate.	---	---	---	---	---	---
" 7s. S.F. '76.	---	---	---	---	---	---
" 7s. conv. '76.	---	---	---	---	---	---
" 6s. S.F. '83.	---	---	---	95½	---	---
" 6s. S.F. '87.	---	---	91½	---	---	---
N York & Harlem	---	---	---	---	---	---
" pref."	---	---	---	---	---	---
" 1M. 7p.c. '78 101½	---	---	---	---	---	102
" 2M. 7p.c. '64	---	---	---	---	---	---
" 3M. 7p.c. '67	---	---	---	---	---	---
North Carolina 6s.	---	---	---	---	---	---
" ex-coupon.	48½	48	48½	---	48	48
" new	---	---	41	47	47	---
Ohio & Miss. cor.	26½	24½	24½	24	23½	23
" pref.	---	---	---	---	---	---
Pacific Mail S.S. Co.	122½	126½	128	126	123½	126
Panama	---	---	---	256	258	---
Phila. and Reading.	99½	99½	100	100½	99½	99½
Pitta. Ft. W. & Chicago.	91	91½	93½	93½	91½	92½
" 1M. 102½	102	---	---	102	---	---
" 2M.	---	---	---	94½	---	95
" 3M.	---	---	81½	---	---	---
Quicksilver Mining Co.	27½	28½	30	30½	29	29
St. L., Alton & T. H.	31½	---	---	---	---	---
" pref.	---	---	---	---	---	---
" 1M.	---	---	---	---	---	---
" 2M. pref.	---	---	---	---	80	80
" Inc'd's.	---	---	---	---	---	---
Tennessee 6s. 1890.	---	---	---	---	---	---
" ex-coupon.	64	66	---	66	65	64½
" new	62½	63	63	63	---	63
Tol. Wab. & Western	36½	37½	---	38	---	---
" Pref.	---	---	---	---	---	---
" 1M. ex.	---	---	98	---	---	---
" 2M.	---	---	---	---	---	---
" Int'b'ds.	---	---	---	---	---	---
Virginia 6s.	---	---	---	---	---	---

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

Th. 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17

FEDERAL STOCKS:—					
U. S. 5a, 1871, reg.	109	109	109	110	---
U. S. 5a, 1871, coup.	109	109	109	110	---
U. S. 5a, 1874, reg.	102	102	102	102	---
U. S. 5a, 1874, coup.	102	102	102	102	---
U. S. 5a, 1885, coup.	97	97	97	98	---
U. S. 5a, 10-40a, coup.	98	98	98	98	---
U. S. 5a, 10-40a, reg.	98	98	98	98	---
U. S. 5a, 1881, reg.	109	109	109	109	---
U. S. 5a, 1881, coup.	109	109	109	109	---
U. S. 5a, '81, O. W. L. y.	---	---	---	106	---
U. S. 5a, 1881, " ty.	---	---	---	106	---
U. S. 5a, 1887, reg.	---	---	---	---	---
U. S. 5a, 1888, reg.	---	---	---	---	---
U. S. 5a, 1888, coup.	---	---	---	---	---
U. S. 5a, 5-20a, c. 1882.	109	109	109	109	109
U. S. 5a, 5-20a, c. 1884.	107	107	107	108	108
U. S. 5a, 5-20a, c. 1885.	107	107	107	108	108
U. S. 5a, 5-20a, c. 1885.	107	107	107	108	108
U. S. 5a, " reg.	---	---	---	---	---
7.30 Notes, 1st series.	106	106	106	106	---
" " 2d series.	106	106	106	106	---
" " 3d series.	106	106	106	106	---
American Gold	---	---	---	---	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 16.

W. 10 Th. 11. F. 12 Sat. 13. M. 15. Tu. 16

Catawissa					
" preferred	28	28	29	29	29
Camden & Amboy	139	139	139	131	---
" " 6a, '67	---	---	---	---	---
" " 6a, '70	---	---	---	93	---
" " 6a, '75	---	---	---	---	---
" " 6a, '85	90	90	90	90	---
" " 6a, '88	90	90	90	90	---
" " mort. 6a, '89	90	90	90	90	---
Ches. & Del. Canal	---	---	---	---	---
Del. Div. Canal	---	---	---	---	---
Elmira & W. import	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 7a	---	---	---	---	---
Lehigh Navigation	54	54	55	55	---
" " 6a, '84	90	90	90	89	---
Lehigh Valley R. R.	58	58	58	57	---
" " 6a	---	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	---
" " 7a	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6a	---	---	---	---	---
Minehill	67	67	67	67	---
Morris Canal	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 6a, '70	---	---	---	---	---
North Pennsylvania	---	---	---	---	---
" " 6a	---	---	---	---	---
" " 10a	---	---	---	---	---
Northern Central	---	---	---	---	---
Pennsylvania R. R.	55	55	55	56	---
" " 1st m.	99	99	99	99	---
" " 2d m.	95	95	95	94	---
Penn. State, 5a	---	---	---	---	---
" " 5a, coupon	---	---	---	---	---
" " 6a, W. L.	102	102	101	101	---
Philadelphia City, 6a	97	97	97	97	---
" " new 100	100	100	100	100	---
" " mun. 100	100	100	100	100	---
Philad. Germ. & Nor. c.	60	60	60	60	---
Phila. & Reading	60	60	60	60	---
" " 6a, '88	49	49	49	49	---
" " 6a, '70	---	---	---	---	---
Philadelphia & Erie	27	27	28	28	---
" " 6a	---	---	---	---	---
Philad. & Sunbury, 7a	---	---	---	---	---
Schuylkill Navigation	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 6a, '82	---	---	---	---	---
" " 6a, '76	---	---	---	---	---
" " 6a, '72	90	90	90	90	---
Susq. Canal	---	---	---	---	---
" " 6a, '78	---	---	---	---	---
Union Canal, pref.	---	---	---	---	---
" " 6a, '83	---	---	---	---	---
West Br. Canal 6a, '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" " bonds	---	---	---	---	---
Hestonville, (Horse)	13	13	13	14	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates, " 31	---	---	---	---	---
2d and 3d streets, " 78	---	---	---	---	---
Spruce & Pine, " 27	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 16.

W. 10 Th. 11. F. 12 Sat. 13. M. 15. Tu. 16

Baltimore City 6a, 1875.					
" " 1886	99	99	99	99	---
" " 1870	---	---	---	---	---
" " 1890	98	98	98	98	---
Balt. and Ohio	---	---	---	---	---
" " b'da, '62	---	---	---	---	---
" " " '67	---	---	---	---	---
" " " '75	67	67	67	67	---
" " " '80	---	---	---	---	---
" " " '85	97	97	97	97	---
Northern Central	---	---	---	---	---
" " b'da, 1885	---	---	---	---	---
" " " 1900	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

Th. 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17

Boston and Lowell	129	129	129	129	---
Boston and Maine	128	128	128	128	---
Boston and Providence	---	---	---	---	---
Boston and Worcester	142	142	142	141	---
Cheshire, pref.	---	---	---	---	---
Concord	---	---	---	---	---
Connecticut River	---	---	---	---	---
Eastern, Mass.	108	108	107	107	---
Eastern, N. H.	---	---	---	---	---
Fitchburg	116	116	116	116	---
Manchester & Law'ce	---	---	---	---	---
Michigan Central	108	108	108	108	---
Northern, N. H.	107	107	107	107	---
Old Colony & Newport	90	90	90	90	---
Ph. Wil. & Baltimore	---	---	---	---	---
Port'd, Saeco & Ports.	101	101	101	101	---
Vermont & Canada	100	99	99	99	---
Vermont & Mass.	54	54	54	54	---
Western	---	---	---	---	---
Broadway (Horse)	---	---	---	---	---
Cambridge	90	90	90	90	---
Metropolitan	---	---	---	---	---
Middlesex	40	40	40	40	---
Central Mining Co.	---	---	---	---	---
Copper Falls	22	22	22	22	---
Franklin	20	20	20	20	---
Huron	11	10	10	10	---
Ile Royale	6	6	6	6	---
National	---	---	---	---	---
Minnesota	---	---	---	---	---
Pewabic	15	15	15	15	---
Pittsburg	40	40	40	40	---
Quincy	---	---	---	---	---
Rockland	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 22d and 29th of March.

	Closing Prices	
	Mar. 22.	Mar. 15.
U. S. 5-20 yrs, 1882, 6 per cent	74 1/2 @ 74 1/2	74 1/2 @ 74 1/2
Virginia State 5 per cent	50 @ 55	50 @ 55
Do., 6 per cent	44 1/2 @ 45 1/2	44 1/2 @ 44 1/2
Atl. & Gt. Western, N. Y. sec, 1st mort, 1880, 7 per cent	55 @ 60	55 @ 60
Do. do, 2d mort, 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort, 1877	55 @ 60	55 @ 60
Do. do, 2d mort, 1882	55 @ 60	55 @ 60
Do. consol. mort. bonds, 1890	23 1/2 @ 24	23 1/2 @ 24
Erie shares, \$100 (all paid) 8 p. c.	38 1/2 @ 39 1/2	38 1/2 @ 39 1/2
Do. convertible bonds, 6 p. c.	65 @ 70	65 @ 67
Do. 3d mort, 1883, 7 p. c.	66 @ 68	64 @ 68
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., 7 p. c., 1875	72 @ 74	72 @ 74
Do., \$100 shares (all paid)	78 1/2 @ 78 1/2	78 1/2 @ 78 1/2
Marble & Clin. R. R. bonds, 7 p. c.	65 @ 70	65 @ 67
Mich. Cen. convertible, 1889, 8 p. c.	66 @ 68	66 @ 68
Do., B. F. 1st mort, 8 p. c., 1882	67 @ 69	67 @ 69
New York Central \$100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort, 1872, 7 p. c.	101 @ 103	100 @ 103
Penn. R. R. bonds, 2d mort. con. 6 p. c.	92 @ 94	91 @ 93
Do. 450 shares	25 @ 40	25 @ 40
Phil. & Erie 1st mort, 1881, (guaranteed by Penn. R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, April 20, 1867.

Stock Exchange and Money Market.

There has been a steady accumulation of loanable funds at this centre, during the past week. Most of the country exchanges have been in favor of this city, and the consequent influx of currency has been quite respectable. The available supply in private channels has been considerably augmented, and lenders have been more liberal of accommodation to responsible borrowers, leading to an encouraging modification of the ruling rates to five per cent. to the large-dealers in the public funds, six per cent. to the leading Stock Exchange firms, and 6 1/2 @ 7 1/2, generally 7 per cent. per annum, on prime short date commercial paper, for which latter there has been a decidedly more active inquiry through the more prominent discount houses. The demand for financial assistance from speculative sources has been less urgent, and there has been a consequent falling off in the loan and discount averages of the city banks, which have been less extensively drawn upon by the Treasury official, limiting the further reduction of the undrawn deposits to

about a million dollars. The banks have gained handsomely in the legal tender line, partly through the flow of currency in this direction, and partly through the continuously liberal disbursements of the Sub-Treasury office, chiefly in redemption of maturing short date interest bearing obligations of the Government. The retirement, by purchase, or conversion into the new consolidated issue of the Five-twenties, of the first series of the Seven-thirties, which will mature in the coming month of August, is progressing at a rate exceeding a million dollars a day. The whole of this first issue, or all of it that can be prematurely reached by the Government, will doubtless be satisfactorily provided for by the time of the formal maturing of the notes. This will be a source of great relief and strength to the department, and cannot fail to foster popular confidence in the present judicious administration of the National finances. The city banks, in their last weekly exhibit, showed an increase \$1,180,740 in the legal tender reserve, and \$717,416 in the specie hoard, with a reduction of \$4,867,849 in the loan item, \$1,000,033 in the deposits, and \$72,526 in the circulation, as compared with the footings of the preceding weekly statement. The specie reserve of the banks is now \$8,856,229, against \$11,035,129, same time last year. The city bank deposits are now \$182,861,236, against \$193,153,469 week ending April 14, 1866. The legal tender reserve amounts to \$60,202,515, against \$73,910,370 same time last year. The circulation now stands at \$33,702,047, against \$24,533,981 same time last year. The loans are now \$250,102,178, against \$244,009,849 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$87,655,577 a day, against a daily average of \$88,639,197 the preceding week, and \$76,611,197 the week ending with March 30th. The current week's exchanges average \$101,592,438 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, \$235,545; increase of legal tender reserve, \$305,662; increase of deposits, \$1,031,088; decrease of specie, \$118,094; and decrease of circulation, \$5,778.

National Bank notes to the amount of \$172,000 were issued last week, making the total issue to 1,664 banks thus far \$302,508,756, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$3,581,982, leaving, with the existing 1,647 banks, an actual circulation at this date, of \$298,926,774. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,610,950; and for the public deposits, \$38,930,950—making a total of \$379,541,900. The Treasury Department, last week, redeemed and destroyed \$395,000 of worn and mutilated fractional currency, and issued \$317,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with April 14, were \$22,719,558, including \$2,170,506 from customs duties; payments, \$19,351,508; balance at the close of the week, \$108,548,840, against \$105,180,791, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$6,147,025, and payments,

\$4,607,040; on Tuesday, receipts, \$3,561,536; payments, \$2,146,930. The balance at the close of business on Tuesday stood at \$111,503,431, against \$105,625,416 a week previous.

The Government has issued bonds to various railroad companies to the amount of \$12,920,000, or nearly thirteen millions of dollars, as follows: To the Union Pacific, main line, 303 miles, at \$16,000 per mile, \$4,880,000; to the eastern division of the same, 155 miles, at the same rate per mile, \$2,480,000; to the central branch, 40 miles, at same rate, \$640,000; to the Western Pacific, 20 miles, at same rate, \$320,000; to 27¼ miles of the Central Pacific, at same rate, \$436,000, and to 36¾ miles of the same, the Rocky Mountain region, at \$48,000 per mile, \$4,164,000.

Government derived a less liberal income from excises, with fair average income from customs, last week. The customs revenue keeps up remarkably well, considering the comparative, rather than absolute, dullness in the industrial and commercial lines. The excises will be more prolific in a few weeks, when the income and annual taxes for 1866 shall have become practically payable into the Treasury. The excises, last week, yielded \$2,350,000, against \$5,888,886, the preceding week; customs at the port of New York, \$2,170,506, and at the outports, about \$750,000 (in coin) more, making the grand total income for the week equal about \$6,365,687 in currency, against disbursements of \$4,458,417 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$224,500,000.

The cable has proved very unreliable to the bulls in the Gold Market, since our last, as it has not conveyed hither from Europe any very alarming intelligence. On the contrary, all the information of an authentic nature which has been supplied by it has been, as a rule, of a pacific purport, and consequently decidedly adverse to the gold speculation. Hence, there has been far less activity in the market, and prices have been generally working downward, with irregular reactions, such as the spasmodic one of Wednesday, caused, in the main, by the circulation of reports, ostensibly by the cable, of impending and apprehended civil disturbances in the French capital, which reports were doubtless manufactured to serve the purposes of the inflationists of the Gold Board. The extremes this week have been 137½ at the commencement and 134 on Tuesday, followed by a rise on Wednesday to 135½, and a subsequent reaction to 135@135½. The speculative inquiry has fallen of materially. The customs call has been moderate. The export drain has been utterly insignificant, contrary to the predictions of the bull element, in the early part of the month. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$489,800. The customs demand for Gold last week, averaged \$361,251 a day; thus far, this week, it has been equal to \$331,762 a day, or equal to a weekly aggregate of \$1,990,572. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were \$12,460, and from California, \$1,146,583. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$100,083,132, against \$107,860,623 same

time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$33,343,648, against \$22,448,205 same time last year, showing an increase this year, of \$10,895,443. The exports of specie from this port, last week, were only \$65,763. The total outflow of specie from the port, thus far in the current fiscal year has been \$23,851,292, against \$17,785,698 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$72,000, making the total coin interest disbursements through the Government office, since July 1, 1866, \$36,553,964, against \$32,139,670 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 13, 1867, reached \$8,105,617, against \$7,749,299 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 13th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	\$304,360	\$191,700	\$112,660
100s ...	5,038,800	3,492,300	1,546,500
500s ...	850,000	371,000	479,000
1,000s ...	24,367,000	20,750,000	3,617,000
1,500s ...	150,505,000	135,790,000	14,715,000
10,000s ...	5,000,000	5,000,000	.....
Total....	\$186,065,160	\$165,595,000	\$20,470,160

Foreign Exchange has been less buoyant, and the demand for it has been less active, yet quotations have not varied materially. Bankers' 60 day bills on London closed firmly on Wednesday at 109@109¼, and on Paris to 5.20@5.16¾; sight bills on London to 109½@110½; and on Paris to 5.16¼@5.13¾. The offerings of produce bills have been fair, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,458,700, making the total value of exports since July 1, 1866, \$141,539,252, against \$180,087,508 same time in the preceding fiscal year.

Government securities have been in good demand during most of the week at generally former prices. The main inquiry from home investors has been for the new issue of the Five-Twenties of 1865, and for the issue of 1864; while that from foreign buyers has been, of course, almost exclusively for the Five-Twenties of 1862, moderate shipments of which have been made to Europe, during the week. The compound interest notes have also been in request, partly for banking purposes, and have been quoted higher. U. S. sixes of 1867 closed here on Wednesday at 131¼; U. S. sixes of 1868, at 130; U. S. sixes of 1861, 109½@109¼; U. S. Five-twenties of 1862 at 109½@109¾; U. S. Five-twenties of 1865 at 108¾@108½; U. S. Five-twenties of 1865, consolidated, 107½@107¼; U. S. Ten-forties at 97½@98, ex-coupon, and U. S. Seven-thirties at 105¾@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....118¾	May, 1865.....112¾
July, 1864.....118½	August, 1865.....111¾
August, 1864.....117¾	September, 1865.....111¼
October, 1864.....115¾	October, 1865.....111
December, 1864.....114¾	

The new arrangements of the Stock Exchange

for the sale of the public funds were formally inaugurated a week ago. The various issues of the national stocks have been regularly called in the newly organized board at from 10 a. m. to 2 p. m. At a meeting of this Government Exchange, held on Tuesday afternoon, a Committee on Membership was appointed, to whom all applications for admission previous to May 1 should be directed. Mr. Wm. M. Parks, No. 19 Broad street, is the Chairman.

The railway and miscellaneous share dealings have been on a less extensive scale, since our last, and despite the growing ease in money, prices have exhibited decidedly less buoyancy. At the same time, there has been no extraordinary pressure to realize, and toward the close, confidence in an early rally in the market has been gradually reviving.

The general markets have exhibited less animation, since our last. Business in domestic produce has been fair, chiefly in breadstuffs and provisions which have been variable in price, but which closed on Wednesday pretty firmly, as a rule. The Cotton trade has been spiritless, and holders have been discouraged by the continuous receipt of unfavorable market reports from Liverpool. One old and highly respectable firm (that of Messrs. John H. Brower & Co.) has been forced to succumb to the embarrassments resulting from the recent fall, and unmitigated depression in prices of this staple. Middling grades of cotton left off here on Wednesday tamely and rather heavily at 27@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 175,000 bales. The receipts at the port this week, have averaged nearly 2,350 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 521,000 bales, against exports of 385,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,605,000 bales against 1,708,197 bales same time last year; exports, 1,079,738 bales, against 1,144,710 bales same time last year; estimated stock at latest dates, 465,000 bales, against 453,000 bales same time last year. A moderate business has been transacted in the more desirable kinds of imported goods at about uniform prices for the principal articles. The demand for choice foreign dress goods has been more active and at rather more remunerative prices. The total imports of foreign dry goods, last week, were \$1,407,926, and the total amount marketed \$1,501,328. The value of foreign merchandise imported last week, was \$5,059,341—making the grand total specie value of last week's imports of dry goods and merchandise, \$6,467,267, and since July 1, 1866, \$205,274,070, against \$235,199,351 same time in the preceding fiscal year. The ocean freight market has been less active and with 556 vessels of all classes in port. For Liverpool we quote flour at 1s. 10½@2s. per bbl.; grain at 2¾@3½d. per bushel; cotton at 2½@¼d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 3.	April 10.	April 17.
Consols	91	90½	91
U. S. 5-20's of 1862.....	75	73¾	*71¾
U. S. 5-20's of 1865.....	73	71¾	*69¾
Erie	89	37½	37¾
Ill. Central.....	78¾	77½	76¾

* Ex first of May coupon.

The New York exports, exclusive of specie, for the week ending April 16, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	\$6,267,431	\$4,458,700
Prev. reported	66,941,941	55,474,157

Since January 1.....\$73,209,372 \$57,932,857

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	\$2,003,467	\$1,407,926
Gen. merchandising	3,757,374	5,059,341

Total for the week.....\$5,760,841

Previously reported.... 87,354,312 67,873,771

Since January 1.....\$93,115,153 \$74,341,038

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise.....	\$235,199,351	\$205,274,070
Exports produce.....	180,087,508	141,539,252
Exports specie	17,785,698	23,851,292

The balance in the Sub-Treasury on Wednesday was \$100,798,598.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, coupon, 108½; do., reg., 108½; do., 7s, 1870, 103½; Georgia, 6s, 70; do., 7s, 84½; Connecticut 6s, 100; Ohio, 6s, 1881@1886, 102; Jersey City Water Loan, 94; Brooklyn 6s, Water Loan, 97; Chicago, Rock Island and Pacific 7s, 89; Morris and Essex 1st mort., 96; Great Western 2d mort., 71½; Galena and Chicago 1st mort., 100; Chicago and Milwaukee 1st mort., 86½; Dubuque and Sioux City pref., 55; do., 1st mort., 79; N. Y. and New Haven R. R., 119½; do., 6s, 94; Chicago and Great Eastern, 10; do., 1st mort., 42½; Hartford and New Haven, 174; New Jersey Central, 114½; Central Coal, 41½; American Coal, 46; American Exp., 55; Wells, Fargo & Co., Express, 67; Adams' Exp., 56; U. S. Express, 55½; Mariposa pref., 20; Boston Water Power Co., 29; Western Union Telegraph, 36¼; do., 7s, 80; Mechanics' Bank, 117; Mechanics' Banking Ass., 111; Bank of Commerce, 114; Bank of North America, 105½; Fourth National Bank, 104½; Importers' and Traders' Bank, 110; Bank State of New York, 110; Ocean Bank, 102; Manhattan Bank, 135; Merchants' Bank, 115; Hanover Bank, 112; Bank of Republic, 114½; Park Bank, 142; Gallatin National Bank, 106; Metropolitan Bank, 124; Central National Bank, 110½; Continental Bank, 108; American Flag, 0.90; Alameda Silver, 8.90; Atlantic and Pacific, 1.80; Benton Gold, 1.00; Columbian G. & S., 3.50; Consol. Gregory Gold, 8.80; Charter Oak Copper, 1.90; Corydon, 5.35; Davidson Copper, 1.40; Grass Valley, 2.50; Keystone Silver, 0.01; Kipp and Buell, 0.60; La Crosse Gold, 0.40; Montana Gold, 0.50; New York Gold, 0.50; Nye Gold, 0.03; Ohio and Colorado G. & S., 1.90; People's G. & S., 0.75; Quartz Hill, 2.25; Rocky Mt., 0.90; Smith and Parmalee, 5.00; Selsenderfer, 10.35; Walkill Lead, 0.33; United States Petroleum, 4.55; Bennehoff Run, 2.75.

Philadelphia.—New Jersey 6s, 102; Allegheny County coupon 5s, 75½; Pittsburg 6s, 73½; Harrisburg 6s, 91; Phila. and Reading 6s, 1886, 27¾; Steubenville and Indiana 1st mort., 7s, 139½; Belvidere Delaware bonds, 85; Camden and Atlantic 1st mort., 7s, 85; Warren and Franklin 7s, 80½; Sunbury and Erie 7s, 96; West Phila., 73; 10th and 11th streets, 65; 13th and 15th streets, 19¾; Camden and Amboy scrip, 75¼; Lehigh Valley scrip, 50½; Susquehanna Canal scrip, 64½; St. Nicholas Coal, 1; New Creek, ¼; N. Y. and Middle Coal Fields, 2¾; Ocean Oil, 2¾; Maquire Pet., ¾; Feeder Dam, ¾; McKean and Elk, 5; Maple Shade, 2; Union Canal, 2½; Manuf. Bank, 32¾; Farmers and Mechanics' Bank, 136¼; Bank of Northern Liberties, 100¼; Mechanics' Bank, 33; Commercial Bank, 56. The latest quotations are: City 6s, 98@98½; do., free of tax, 100¾@100¾; State 5s, 96@97; do., coupon, 94½@95½; do., 6s, W. L., 101@102; Phila., Wil. and Balt., 53; Reading, 50¼@50¾; do., 6s, 1870, 93@94; do., bonds, 90½@91; do., con., 100@102; Camden and Amboy, 130½@131; Penn. R. R., 56@56½; do., 1st mort., 99@99; do., 2d mort., 94¾@95¼; Little Schuylkill R. R., 30@31; Morris Canal, 65@70; do., pref., 120½@121½; do., bonds, 90@90½; Wyoming Valley Canal, 56@56½; do., 6s, 85@90; Susquehanna Canal, 15@16¾; do., 6s, 65@65¾; Sch. Nav., 21½@22½; do., pref., 30@30½; do., 6s, 1882, 77@78; Union Canal bonds, 22@23; Delaware Div. Canal, 55½@56; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@42; do., 7s, 1873, 95¾@96¼; do., 5s, 62@67; Lehigh Coal and Navigation, 53¾@53½; do., bonds, 1884, 89¼@89½; North Pennsylvania, 32@34; do., 6s, 86¾@88; Philadelphia and Erie, 28@28¾; do., 6s, 92@92¼; Minehill, 57¼@57¾; Catawissa, 13@14; do., pref., 28½@28¾; Lehigh Valley, 57¾@57½; do., bonds, 95¼@96; Fifth and Sixth streets, (horse), 40@45; Second and Third, 78@79; West Philadelphia, 72@73; Spruce and Pine, 27@30; Green and Coates, 30¼@30½; Chestnut and Walnut, 47@48; Thirteenth and Fifteenth, 19¾@20; Girard College, 28@28¾; Tenth and Eleventh, 64@66; Union, 40½@41½; Hestonville, 13¾@14.

Boston.—Vermont Central, 1st mort., 7s, consolidated, 63; do., 2d mort., 35; Old Colony and Newport 6s, 1876, 96; Eastern R. R. 6s, 1874, 95½; do., 1885, 95; Cheshire R. R., 6s, 1880, 91; Rutland and Burlington 1st mort., 127¼; N. Y. and Boston Air Line 6s, 40; Ogdensburg 1st mort., 98; Western R. R. 6s, 1875, 100¼; Boston, Concord and Montreal 6s, 1870, 95¼; do., 1889, 99¾; Central Pacific 1st mort. 7s, gold, 1883, 95½; Vermont Central and Vermont and Canada 8s, 102; Boston, Hartford and Erie, 14¼; do., 7s, 48; Indianapolis and Cincinnati R. R., 41¾; Ogdensburg and Lake Champlain, 56¼; do., pref., 99; Union Railway, 87¾; Winnisimmet Co., 17¼; Boston Water Power Co., 28¼; Essex Co., 108; Cary Imp. Co., 8½; Waverly Land, 2½; Massachusetts 5s, 1894, gold, 99½; do., 1883, gold, 100¼; do., 6s, 1873@1875, gold, 108; Vermont 6s, 1871, 100½; New Hampshire 6s, 1868, 99; Cook Co., Ills. 7s, 94½; Chicago 7s, 1890, River Imp., 99; do., sewerage, 99½; St. Louis 6s, 1887, 80¾; Portland 6s, 1870@1877, 95¾; Boston 6s, 1877, currency, 101; Lynn 6s, 1877, 98; Cheshire 6s, 1880, 92½; Brooklyn 6s, 1891, 94; Albany 6s, 1894, 99; East Boston Gas, 27¾; Cambridge Gas, 98½; Eagle National Bank, 115; Merchants' National Bank, 110; Suffolk National Bank, 116; Eliot National Bank, 105; National Bank of Commerce, 118; National Bank of Redemption, 109½; State National Bank, 91; Globe National Bank, 121¾; Everett National Bank, 99¾; Faneuil Hall National Bank, 126; Shoe and Leather Dealers' Bank, 121; Washington National Bank, 122¾; Third National Bank, 108¾; Atlas National Bank, 109; Shawmut National Bank, 110¼; Howard National Bank, 105; Market National Bank, 105½; Traders' National Bank, 98½; Hide and Leather National Bank, 136; North National Bank, 108½; Revere National Bank, 128¾; Continental National Bank, 110¼; Freeman's National Bank, 124½; Blackstone National Bank, 123½; 2d National Bank, (Granite,) 136½; Allouez Mining Co., 4½; Albany and Boston, 6; Bay State, 5½; Concord, 2½; Canada, 50c; Eagle River, 2½; Hancock, 6; Humboldt, 1¼; Native, 1½; Pontiac, 62½c; Phoenix, 5; Superior, 2¼; Winthrop, 75c.

Baltimore.—Western Maryland 1st mort., 95; Marietta and Cincinnati 1st mort., 77¾; Parkersburg R. R., 18; N. W. Va. 1st mort., 94; do., 2d mort., 92; Virginia 6s, reg. old, 37; do., new, 34½; Bare Hill, 0.35; Franklin Bank, 13¼; Marine Bank, 32; Farmers' and Merchants' Bank, 30; Citizens' Bank, 14; Bank of Baltimore, 103¼; Mechanics' Bank, 9½; Bank of Commerce, 27¾; Union Bank, 60¾. The latest quotations are: Balt. and Ohio, 116@116¾; do., 6s, 1867, 98@100¾; do., 1875, 97¾@97½; do., 1880, 97@97½; do., 1885, 97@97; Northern Central, 44¼@45; do., bonds, 1885, 83@84; N. W. Va., 18@18; do., 1st mort., 1873, 93¾@94; do., 2d mort., 91½@92; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 76@78; Central Ohio, 25½@27½; do., 1st mort., 89@90; Western Md. 5s, 64@65; do., 6s, guar., 95@95¾; Maryland 6s, coupon, 1870, 100½@102; do., Ins., 101@102; do., 1890, 100½@102½; Baltimore 6s, 1870, 95@96; do., 1873, 96@99; do., 1875, 95@97½; do., 1886, 98@98½; do., 1890, 98¼@98½; do., coupon, 100@100; do., Park, 97¼@97½; do., 1892, 93@—; do., 5s, 1838-70, 83@83; City Passenger R. R., 18@18½; Canton Co., 43@43½; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.75; Maryland Anthracite Coal, 3@6½; George's Creek, 90@91; Santa Clara, 2@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.35@0.40; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 150@164.

Columbia and Port Deposit Railroad.

The stockholders of this company, at a meeting held recently, resolved to increase their capital stock to one million of dollars, and authorized the president to issue a first mortgage on the property and franchises of the company to the amount of two millions of dollars. The matter of putting the work under contract was also acted upon.

The Secretary of the Interior has received a communication announcing the completion of the third section of twenty miles of the Central Branch of the Union Pacific Railroad, said branch being formerly known as the Atchison and Pike's Peak Railroad.

The track of the Manassas Gap Railroad is being laid. It is expected that the road will be finished between Manassas Station and Piedmont by the 24th inst.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 30th, 1867, were.....\$125,860 00
Corresponding week of previous year. 115,354 00

Increase.....\$10,506 00

The earnings of the Detroit and Milwaukee Railroad for the week ending April 11th, 1867, were.....\$32,236 00
Corresponding week of 1866..... 32,957 00

Decrease.....\$721 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in April, 1867, were.....\$75,707 00
Corresponding week of previous year.. 56,221 00

Increase.....\$19,481 00

The earnings of the Western Union Railroad for the week ending April 7, 1867. ... \$8,249 83
Corresponding week previous year.... 6,082 93

Increase.....\$2,166 90

The earnings of the Michigan Central Railroad for the 1st week in Apr., 1867, were.. \$81,628 16
Corresponding week of previous year.. 78,881 08

Increase.....\$2,747 18

The earnings of the Chicago and Great Eastern Railway for 1st week in Apr. were...\$26,462 00
Same period last year..... 23,061 00

Increase in 1867.....\$3,401 00

The earnings of the Chicago and Northwestern Railroad for 2d week in April, 1867...\$178,296 00
Corresponding week previous year .. 140,953 00

Increase.....\$37,343 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in April 1867, were.....\$87,280 00
Corresponding week of 1866..... 101,539 00

Decrease.....\$14,259 00

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER MAY BE QUALIFIED BY SPECIAL CONTRACT—DECISION OF U. S. SUPREME COURT.

The case of York *vs.* The Illinois Central Railroad Company, which was lately decided by the Supreme Court of the United States, gives an authoritative exposition of the law regulating contracts which seek to limit the common law liability of common carriers. The Court decides that the common law liability of a common carrier for the safe carriage of goods may be limited and qualified by a special contract with the owner; provided such special contract do not attempt to cover losses by negligence or misconduct. Thus, where a contract for the transportation of cotton from Memphis to Boston was in the form of a bill of lading containing a clause exempting the carrier from liability from losses by fire, and the cotton was destroyed by fire, the exemption was held sufficient to protect the carrier, the fire not having been occasioned by any want of due care on his part.

Where a deposition is taken upon a commission, the general rule is that all objections to it of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. It is too late to raise such objections for the first time at the trial. Thus, where a copy of a bill of lading was

annexed to the answer of a witness, examined on a commission, and no objection was taken at the examination or by motion to suppress afterwards, it was held that the objection that the original was not produced, or its loss shown, came too late at the trial.

The facts of the case are these: Front & Son shipped at Memphis, on the Mississippi, a large quantity of cotton on board a steamer belonging to the Illinois Central Railroad Company, common carriers; which by the terms of the bill of lading was to be delivered at Boston, Mass., the consignees paying \$4.75 per bale, "fire and the unavoidable dangers of the river only excepted." The bill of lading which referred to the cotton as shipped by Front & Son was signed in form; two copies being given to Front & Son, of which they retained one, forwarding the other to the York Company in New England, for whom the cotton was intended. In the course of the transit the cotton was destroyed by fire.

The company now sued the carriers in the Circuit Court of Illinois for damages. Front was examined on a commission, and having stated that his firm were but agents of the York Company, and that the shipment was made on its account as owner, proved the fact and contract of shipment, (which last he stated was in the form of a bill of lading,) and the value of the cotton. But he did not produce on his examination in chief any original or copy of the bill itself.

The carriers who wished to rest their case on the fire clause in the bill, inquired of him on cross interrogatories whether one or more of the bills had not been delivered to him, and directed him, if one had, to annex "the same or a certified and proved copy to his deposition, and to let the same be properly identified by the commissioner in his return." The witness answering that one of the bills had been delivered to him annexed "a true copy of it from his books." The fire clause appeared in it; though the witness stated that the cotton was shipped on the steamer before the bills were signed; that he had not examined the bills; that "his attention was not called to the fire clause," and that his firm had no authority to ship for their principals with that exemption.

On the trial, the plaintiff, not having made objection during the execution of the commission nor by motion to suppress, objected to the reading of the answers to the cross interrogatories which showed a copy of the bill; the ground of the objection being that the contract was shown to be in writing, and that no foundation had been laid for secondary evidence, either by notice to produce the original bill, or by evidence of its loss. But the Court overruled the objection. The defendant had judgment. On error four objections were made to it here.

1. Because it was doubtful whether as common carriers the defendants could exempt themselves from risks by fire.

2. Because if they could, still that Front & Son, who were really but agents of the York Company, could not give their assent to such exemption.

3. Because if they had given such assent no consideration had been paid by the company, in a reduced rate of fare or otherwise, for this restriction of the carrier's common law obligation.

4. Because the copy of the bill of lading, in the

absence of notice to produce the original or proof of its loss, was improperly allowed to be read.

Mr. Justice FIELD delivered the opinion of the Court.

The right of a common carrier to limit his responsibility by special contract has long been the settled law of England. It was the subject of frequent adjudication in her Courts, and had there ceased to be a controverted point before the passage of the Carrier's Act of 1830.

* In this country, it was at one time a subject of much controversy whether any such limitation could be permitted.

It was insisted that, exercising a public employment, the carrier owed duties at common law, from which public policy demanded that he should not be discharged even by express agreement with the owner of the goods delivered to him for transportation. This was the ground taken by Mr. Justice Cowen, of New York, in *Cole vs. Goodwin*; and, although what that learned judge said on this point was a mere *obiter*, as the question presented was not upon the effect of a special agreement, but of a general notice, it appears to have been adopted by a majority of the Court in the subsequent case of *Gould vs. Hill*. But from this doctrine that Court has since receded; and in a recent decision, the Court of Appeals of that State has affirmed the right of the carrier to stipulate for a limitation of his responsibility. The same rule prevails in Pennsylvania; it has been asserted in Ohio and Illinois, and it is believed, in a majority of the other States; and in the New Jersey Steam Navigation Co. *vs.* The Merchants' Bank, it received the sanction of this Court.

Nor do we perceive any good reason, on principle, why parties should not be permitted to contract for a limited responsibility. The transaction concerns them only; it involves simply rights of property; and the public can have no interest in requiring the responsibility of insurance to accompany the service of transportation in face of a special agreement for its relinquishment. By the special agreement the carrier becomes, with reference to the particular transaction, an ordinary bailee and private carrier for hire.

The law prescribes the duties and responsibilities of the common carrier. He exercises, in one sense, a public employment, and has duties to the public to perform. Though he may limit his services to the carriage of particular kinds of goods, and may prescribe regulations to protect himself against imposition and fraud, and fix a rate of charges proportionate to the magnitude of the risks he may have to encounter, he can make no discrimination between persons, or vary his charges from their condition or character. He is bound to accept all goods offered within the course of his employment, and is liable to an action in case of refusal. He is chargeable for all losses except such as may be occasioned by the act of God, or the public enemy. He insures against all accidents which result from human agency, although occurring without any fault or neglect on his part; and he cannot, by any mere act of his own, avoid the responsibility which the law thus imposes. He cannot screen himself from liability by any general or special notice, nor can he coerce the owner to yield assent to a limitation of responsibility by making exorbitant charges

when such assent is refused. The owner of the goods may rely upon this responsibility imposed by the common law, which can only be restricted and qualified when he expressly stipulates for the restriction and qualification.

But when such stipulation is made, and it does not cover losses from negligence or misconduct, we can perceive no just reason for refusing its recognition and enforcement. We do not understand that the counsel for the plaintiff in error questions that the law is as we have stated it to be. His positions are that the agents of the plaintiff at Memphis, who made the contract with the Illinois Central Railroad Company, were not authorized to stipulate for any limitation of responsibility on the part of that company; and that no consideration was given for the stipulation made.

The first of these positions is answered by the fact that it nowhere appears that the agents disclosed their agency when contracting for the transportation of the cotton. So far as the defendant could see, they were themselves the owners. The second position is answered by the fact, that there is no evidence that a consideration was not given for the stipulation made. The company, probably, had rates of charges proportioned to the risks they assumed from the nature of the goods carried, and the exception of losses by fire must necessarily have affected the compensation demanded. Be this as it may, the consideration expressed was sufficient to support the entire contract made.

The objection urged to the introduction of the copy of the bill of lading annexed to the deposition of the witness Front, was properly overruled. The deposition was taken upon a commission, and in such cases the general rule is, that all objections of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. The rule may be different in some State Courts; but this rule is more likely than any other to prevent surprise and secure the ends of justice. There may be cases where the rule should be relaxed, as where the deposition is returned at so brief a period before the trial as to preclude a proper examination, and prevent a motion to suppress. In this case there was no occasion for any such relaxation of the rule, and had the objection been taken before the trial—either at the examination of the witness or on a motion to suppress—to the proof of the copy without producing the original or showing its loss, the opposite party would undoubtedly have secured the production of the original, if in existence, or if lost or destroyed, been prepared to account for its absence.

Judgment affirmed.

General Boyle, President of the Evansville, Henderson and Nashville Railroad, states that sixty miles of the grading of that road has been completed, extending to the extensive coal mines in Hopkins county. \$675,000 have been subscribed along the route, and Evansville will subscribe \$300,000, indicating that the road will certainly be built.

The Taunton, Mass., Gazette says a route is being surveyed for a railroad between Grape's Station and Hebronville.

Railroads and Canals of Pennsylvania.

We give in our present issue an abstract statement of the Annual Report of the Hon. J. F. Hartraft, Auditor General of the State, for the year 1866, showing the length, cost, indebtedness, earnings, dividends, etc., etc., of all the steam and horse railroads and canals of the State, as far as reported to the Legislature. This State has now more miles of railroad in operation than any other State in the Union. There are in the State 102 railroads, of which 27 are either leased to or operated under contract by other companies. Five are in progress, viz: Connecting, Philadelphia, 7 miles; Enterprize; Lehigh and Lackawanna; Nesquehoning Valley, 13 miles; and the Perkiomin. Three have not reported, viz.: Alleghany Valley, Junction, and McCauley Mt. and Black Creek. There are also 26 horse railroads and 14 canals. Of the former, 19 are in Philadelphia, 4 in Pittsburg and Allegheny, 1 in Harrisburg, 1 in Williamsport and 1 in Wilkesbarre.

The returns of 78 steam railroads are given in the table referred to, the total length of which is 4,437 miles, costing for construction and equipment, the sum of \$467,684,408 27. To operate these roads there are required 1,716 locomotives, 488 baggage and mail cars, 870 passenger cars, 19,803 freight cars, 27,059 coal cars. The roads have on them 1,837 bridges and 13,925 stations and depots. The capital stock of the railroads is \$193,139,081 36, and the debts amount to \$109,921,202 53. During 1866 the tonnage was the enormous amount of 490,025,998 tons and they carried 17,734,216 passengers. Their receipts were \$70,990,749 44, whilst the expenses of all descriptions amounted to \$41,032,146 93. On these steam roads in 1866 there were 324 persons killed and 451 injured by accidents. Of the killed, 13 were passengers, 151 employees of the companies, and 160 others. Of the injured, 66 were passengers, 267 employees and 118 others. The 26 horse railroads in the State have 189½ miles of roadway, costing \$5,284,896 96 for construction and equipment. They are operated by 4,314 horses and 770 cars, and during 1866 carried 37,464,991 passengers. The receipts of the horse railroads were \$3,410,544 85, and their expenses \$2,418,624 18. During 1866 there were 9 persons killed and 23 injured on these roads. There are 804½ miles of canals in the State, and during 1866 their receipts were \$3,608,527 92, and their expenses \$1,544,801 97.

Richmond County Railroad.

A meeting was recently held at Richmond, S. I., "to organize the proposed road from Rossville to Port Richmond. Only \$4,000 were subscribed. The name of the Company is the Richmond County Railroad and Ferry Co., formed for the purpose of constructing and operating a railroad from Ward's Point, through Rossville and Richmond, to Port Richmond, and thence upon and over the waters of the Kill von Kull, to Bergen Point, N. J. The organization shall be for 100 years; capital stock shall be \$250,000, divided into 5,000 shares of \$50 each. Its extreme length will be 14 miles, as nearly as may be. Springville is one of the places through which the proposed road shall pass. Clarence Delafield, Port Richmond; H. J. Corson, Springville; W. H. Gelb, Richmond, and Israel Oakley, Rossville, were empowered to call a meeting together when-

ever they shall have obtained the requisite amount of subscriptions."

Plastic Slate Roofing.

We invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. The materials used in the formation of this article are slate stone and gluten or other vicious matter. Slate stone and coal tar are too well known to require a description. Associated in geology—perhaps originally combined—an affinity is found to exist, and the slate being pulverized and brought into contact, a union is formed which no power can dissolve. The materials used are both cheap and abundant. A mastic, it adapts itself to every shape and condition. Adhesive, it needs no nails or hooks to attach it. It is non-combustible; impervious to air or water; undecaying and indestructible. Neither heat nor cold can compel it to expand or contract. Steam cannot penetrate it. Fire will not burn it. Time and the elements only mature and perfect it. It has been used with great success at the depots and bridges of railroad companies; also for the arching of tunnels. It prevents moulding. It costs less than ordinary paint or cement of any kind.

Illinois Central Railroad.

The statement of this Company for the month ending March 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	
Sold	7,489.66 for \$75,241 45
Acres Int. Fund Lands	
sold	757.24 for 11,547 54
Acres Free Lands sold ..	3,049.45 for 35,757 18
Total sales during month of March, 1867	11,296.35 for \$122,546 17
To which add Town Lot Sales	1,010 00

Total of all 11,296.35 for \$123,556 17
Cash collected in March \$167,642 56

TRAFFIC DEPARTMENT.

Receipts from Freight	\$239,776 00
do. Passengers	132 217 85
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	35,000 00

Total Receipts in March, 1867 \$417,352 18
Total Receipts in March, 1866 \$516,821 75

Pennsylvania Railroad.

An adjourned meeting of the stockholders of this company will be held in Philadelphia on the 30th inst., at which the act of Assembly, approved March 22, 1867, entitled "An act to repeal an act entitled 'A further supplement to the act incorporating the Pennsylvania Railroad Company, authorizing an increase of capital stock and to borrow money,' approved the 21st day of March, A. D. 1866, and also to authorize the Pennsylvania Railroad Company by this act to increase its capital stock, to issue bonds and to secure the same by mortgage," approved the 22d day of March, A. D. 1867, a proposed increase there under of the capital stock of this company by 300,000 shares, and the issue of the same from time to time by the Board of Directors, and the proposed exercise of the said Board of Directors, of the powers granted by the said act of issuing bonds and securing the same by mortgages for the purposes in the said act mentioned, and within the limits therein prescribed, will be submitted to the Stockholders for their action in the premises,

Eastern Shore Railroads.

As considerable has been said lately through the newspapers and by individuals about the proposed new railroads of the Eastern Shore of Maryland, and particularly that of Elkton and Massey's Cross Roads, for which a charter was granted by the last Legislature of this State, we have been at some pains to inquire, and have elicited the following facts, which have been furnished by parties professing to be thoroughly posted in the affair: From Elkton to Head of Sassafra is nineteen miles by public road, and would probably be a shorter distance by rail, and from the latter point to Massey's Cross Roads the distance is five miles. At this point the road would connect with the Kent County Railroad, which again connects at some point further down with the Queen Anne's Railroad; thus giving an unbroken rail to Baltimore or Philadelphia, via the Elkton junction, shortening the distance of travel from those middle counties of the Eastern Shore to Baltimore considerably; while the distance would be no greater than those points to Philadelphia by the proposed line of Eastern Shore roads than by the Delaware road.

The road is already graded from Elkton to the Bohemia River, which is thirteen miles, and our informant assures us that the Philadelphia, Wilmington and Baltimore Railroad Company are ready to construct it from Elkton to the old Frenchtown road, four miles.

The State of Maryland's appropriation to the road is \$58,000, and considerable sums have been subscribed by individuals, together with the work which the Philadelphia, Wilmington and Baltimore Railroad Company propose to do, would amount to fully half the cost of the entire work. The damages of property owners would be nominal, as the greater part of such damages would be taken in stock. The prospects, we think, are very favorable toward building this important link to connect the Eastern Shore with Baltimore by a shorter, more convenient and less expensive route than the present Delaware road. If the matter were taken in hand properly by enterprising men, who would fairly represent the great advantages of the road to the State of Maryland, we think sufficient means could be raised in a short time in the city of Baltimore to complete the road. What men have we in Kent and Cecil who will display the requisite amount of enterprise to take hold and get the work under way? If once started, the great advantages of the road are so apparent that we hazard the prediction that it would soon be completed.—*Elkton Whig.*

The Erie Coal Trade.

It is stated that in the exportation of coal Erie ranks second in the United States. The amount of the export trade during the season of 1866, was 251,317 tons, of which about 25,000 tons was anthracite, and the remainder bituminous. The entire trade amounted to 377,990 tons. The soft or bituminous coal is obtained from Mercer, Lawrence and Beaver Counties, and is shipped via the Erie and Pittsburgh Railroad and the Erie Canal to the docks in Erie, whence it is taken by vessels to the ports on the upper lakes—mostly to Chicago. The return freights are made up from the iron ores of Lake Superior. The freight and tolls on the canal during the season of 1866, were from \$1 75 to \$2 25 per ton, according to distance, and the tariff by the railway was about 2½ cents per ton mile, while lake freights for coal to Chicago ranged from \$1 25 to \$1 50 per ton. The port of Cleveland is the only competing point of any importance for the shipment of soft coal.

The Wisconsin Legislature has passed the bill prohibiting the consolidation of the Milwaukee and St. Paul and the Milwaukee and Prairie du Chien Railroads with the Chicago and Northwestern Railroad.

The Ohio River Ship Canal.

Both houses of Congress have passed a joint resolution providing for the necessary survey for a ship canal around the falls of the Ohio River. The resolution directs the Secretary to cause surveys, with plans and estimates of cost, to be made by an officer of the Engineer Corps, for a ship canal suitable for military, naval and commercial purposes, around the falls on the Indiana side, and to cause said officer also to estimate the expense of completing the Louisville and Portland Canal, on the Kentucky side, according to the present plan. The expenses of these surveys are to be defrayed from existing appropriations. The report will be laid before Congress next session for decision, whether the old canal shall be completed or a new one made.

Copper Falls Mining Co.

The prospects of this company are good. The mining expenses are light compared with the product, it being stated that their copper can be mined at 15 cents per pound, and the lowest estimate made being \$8,000 per month. The assets of the company are: Supplies at mine \$68,200—104 tons mineral \$37,500; cash \$4,350. Loaned \$23,850; Arnold Mining Company \$4,600; Ingot Copper in New York \$3,500—amounting to \$142,000. Liabilities due at mine \$35,000; drafts in transitu \$33,000; due Humboldt Mining Company \$2,500. Balance assets over liabilities \$71,500.

A meeting of gentlemen was held at Dubuque, Iowa, last week, to take action on the project of building a bridge across the Mississippi at that city. Preliminary steps towards the formation of the Dubuque Bridge company were taken, and much enthusiasm in favor of the enterprise was manifested. Newton Chapin, of Chicago, estimated the probable cost of the bridge at \$1,000,000. It must, under the act of Congress, be fifty feet above high water mark, if of continuous spans, and if a draw-bridge, forty feet. The Legislature of Illinois has consented to the building of the bridge, and that of Iowa will do so.

The report of the Huron Mining Co., states the liabilities at \$537,000, and its assets, including ingot copper and copper ore, and assessment \$3 per share, \$532,000. The real estate of the company is valued at \$350,000; mining plant and machinery, \$472,000. New machinery has just been placed in the mine, which will hereafter be worked at greater advantage.

A mining company, owning eight square miles of the celebrated Pictou coal bed in Nova Scotia, has been organized in Brunswick, Me., Samuel R. Jackson is President, Charles Boutelle, Treasurer, both of Brunswick; and John L. Hodsdon, of Augusta, Secretary.

We learn that the rates of toll and transportation via Lehigh Valley Railroad from Mauch Chunk to Easton have been fixed at 80 cents, and \$1 22 from Easton to Elizabethport, making the rate from Mauch Chunk to Elizabethport \$3 02. To Port Johnson the rate is \$1 29 per ton.

The gross receipts of the Baltimore City Passenger Railway Co. for the first quarter of the present year were \$74,388 45.

The Welland canal will be open for navigation on the 23d inst.

Cobourg and Marmora Railway.

We learn from a trustworthy source that the greatest activity now prevails along the Belmont portion of this new route. Forty men are engaged in providing material and framework for the wharf, on the River Trent, just above the Narrows. Gangs of men are to be found at intervals along the track, cutting out the roadway or preparing ties, while eighty men are at work at the ore bed removing the surface earth, and preparing the approach for the track to the deposit of ore. It is said that 400 men will be required permanently to work in getting out the ore, loading the cars, &c.; and as these men and their families will reside at the ore bed, the place will be one of considerable bustle and business during the approaching season. Already the adjacent property has been surveyed into village lots, an engraved plan of which is being prepared, and in which intending residents are already making investments.—*Peterborough Review.*

Interest and Dividends.

The Baltimore and Ohio Railroad Co. have declared a dividend of 4 per cent. on the stock of the Main Stem, payable on the 30th of April; also a dividend of five per cent. on the capital stock of the Washington Branch, payable on the 16th of April. Both dividends are payable at the Merchants' National Bank, Baltimore. The United States tax will be paid by the company.

The Concord Railroad Company have declared a dividend of five per cent., payable May 1, 1867, at Boston, Nashua, Concord and Manchester.

The President has signed the joint resolution providing for the necessary surveys for a canal between Lake Erie and Lake Ontario, for military, naval and commercial purposes.

The receipts of the Towsontown Passenger Railroad Company for the first quarter of the present year, less the Government tax, were \$1,616 05.

The first vessel through the Susquehanna and Tide Water Canal this season arrived at Baltimore on the 13th inst.

PLASTIC SLATE ROOFING JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,
NEW YORK.

W. C. POTTER, Vice Pres't. LICENSES GRANTED.
J. M. ALLEN, Sec. and Treas.

PLASTIC SLATE FOR

Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21st, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, Bolts, etc. For plans and particulars apply to

C. J. SCHULTZ,
Cor. of Wayne St. & Duquesne Way,
PITTSBURGH, PA.

Or Address
Letter-Box No. 1,392, P. O.

CORYDON WINCH,

Manufacturer of
**RAILROAD
SPIKES
AND CHAIRS.**



Also all kinds of Bridge, Boat, and Plate Spikes,
**Canal St., near Second and Laurel,
PHILADELPHIA.**

ASTONISHING!

PAINTS for Cars, Bridges, Roofs and Houses at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

PECORA PAINT CO.,
150 N. 4th St., Philadelphia.

FOR SALE
3 LOCOMOTIVES,
4-8-12 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well sprung and brassed all around. Proportions every way suited to power. A good and stylish model; all in excellent order.

2—Cylinders 15x20, Link Motion, 4-54 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-55 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and sprung up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,
58 Beaver St., New York.

Thistle Mill Waste,

A new and Superior Article of WOOLEN Waste, combining the following

ADVANTAGES,

- 1st. It is 50 per cent. lighter than ordinary waste.
- 2d. It will absorb 25 per cent. more oil.
- 3d. Has greater elasticity and will wear longer.
- 4th. It is less liable to ignite.
- 5th. And has a value as old waste.

The use of Wool as an ANTI-FRICTION material is too well known to require discussion.

This waste is manufactured expressly for use in packing Locomotive and Car Journal Boxes, and will be sold as low as the best Cotton Waste.

The old waste taken in exchange at a price—including weight of oil, dirt, &c.—which will reduce first cost over one-half.

Small Sample Bales furnished FREE for trial.

KASSON & CO.,
150 58 Beaver St., New York.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.,

**HOFFMAN
ROSENDALE CEMENT,**

BEING THE STANDARD

Cement Used at the Brooklyn Navy Yard,
MADE AND SOLD BY
The Lawrence Cement Co.,

M. W. WOODWARD, Sec'y,
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BELDING, KEITH & Co.,
AMERICAN

Bankers and Merchants,

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Dealers in Exchange, U. S. Bonds, and all American Securities.

Orders for American or European Products Promptly Executed.

Liberal advances made on approved consignments.

Circulars (published weekly) forwarded on Application.

OFFICE ERIE RAILWAY COMPANY,
No. 137 West St., New York, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of this Company to extend its First Mortgage Bonds, due July 1, 1867, for Thirty Years, at Seven per cent. per annum. These Bonds are a First Mortgage of \$3,000,000 on the entire property of the Company, and the power to extend them is given by a statute of the State of New York, which provides that the Company may extend any or all its Mortgage Bonds, in the order of their respective priorities.

Proposals will be received up to the 15th of May next, at the General Office of the Company in the City of New York, for extending any portion of the issue, and parties, whether present holders or others, bidding the highest premium therefor will be entitled to extend said Bonds *pro rata*, on the amount of their bid, as the Bonds are presented by the holders.

On and after the 1st of July the Company will be prepared to extend, on the above terms, all such Bonds as the holders thereof may present for that purpose, at the office of the Company in the City of New York, and new sheets of Coupons for 20 years, with an indorsement thereon of a mutual agreement of such extension, will be issued and attached, with interest payable semi-annually as heretofore.

Persons whose bids may be accepted will have the option of extending Bonds in London, Frankfurt, or Germany, on due notice to the Company, in manner to be hereafter determined, of the numbers of the Bonds to be extended in each place.

5115 ROBERT H. BERDELL, President.

Pollock & Van Wagenen,

WHOLESALE AND RETAIL DEALERS IN
**RAILROAD & STEAMSHIP SUPPLIES
AND SHIP CHANDLERY.**

Agents for Jones' Patent Piston Springs, and Hall's Celebrated Bolts, Nuts, Lag Screws, &c.

212 West St., New York.

E. LYON,
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MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Rops, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

STEAM BOILERS.**The Harrison Boiler**

HAS NO SUPERIOR AS A STEAM GENERATOR.

It is a Great Economizer in Fuel and is Absolutely Safe from Destructive Explosion.

It gives less trouble and occupies less space than ordinary boilers, and it is its own super-heater. It is easily enlarged to any requisite power, and has no limit of power to which it is adaptable, always maintaining its unit of strength.

CIRCULARS SENT FREE, and information furnished, at

BRANCH OFFICE, 119 BROADWAY,
ROOMS 9 and 10. J. B. HYDE, Agent.

**PROPOSALS FOR THE CONSTRUCTION OF
THE SUMMIT DIVISION OF THE ILLINOIS
AND MICHIGAN CANAL.**

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with surties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.